

U.S. 30 DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING RECORD REPORT



United Methodist Church Morrison, Illinois June 15, 2011



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PUBLIC HEARING RECORD REPORT OVERVIEW

The Illinois Department of Transportation (IDOT) hosted an open house public hearing for the U.S. 30 Draft Environmental Impact Statement (DEIS) on June 15, 2011, from 1:00 p.m. to 7:00 p.m. at the United Methodist Church in Morrison, Illinois.

The purpose of the meeting was to afford the public an opportunity to view the DEIS document, discuss their concerns regarding the project with the study team, and provide comments on the two proposed build alternatives, 4 and 5, and the no-build alternative. A total of 88 comments were received through July 29, 2011, either at the hearing, via web email or mailed to the IDOT-District 2 office.

The contents provided in this report such as the public hearing process, the stakeholders profile and an analysis of their alternative preference and the summary will aid the Project Study Group (PSG) in selecting a preferred alternative for the U.S. 30 Final Environmental Impact Statement.

1.0 Public Hearing

1.1. Meeting Announcements and Outreach Efforts

The following are actions the Department took to notify the public about the hearing and how to view and comment on the DEIS document:

- **Legal Notices** A public hearing notice was printed in the following local newspapers: The Journal (Fulton, IL), The Review, The Echo (Prophetstown, IL), Clinton Herald (Clinton, IA) and the Sauk Valley newspapers (The Daily Gazette Sterling, IL and The Telegraph Dixon, IL).
- **Press Release** IDOT released a media advisory to all news sources and local officials within the project study area and surrounding vicinity informing them of the upcoming hearing and where to view and comment on the DEIS document.
- **Postcard Mailer** Postcard announcements were mailed to over 700 property owners and stakeholders listed in the U.S. 30 project database.
- **Website Announcement** Information was posted on the project website announcing the public hearing and listing the DEIS document web link.

All of these outreach efforts included the meeting's purpose, date, time, location, and where the DEIS document was available for the public to view and comment. A copy of the legal notices, press release and postcard mailer is located in **Appendix B**.

1.2. Meeting Format

An open house format was the best approach to allow attendees to view exhibits and meet with IDOT personnel and representatives from the consultant team. There were a total of nine stations at the hearing.



Following are the stations with a description of each exhibit:

- Station 1: Welcome and Sign In sheet Representatives from the consultant team greeted attendees and explained the hearing process. Attendees were instructed to sign in and were provided with a public hearing brochure which included project details, a map of the build alternatives and a comment form. Copies of the handouts presented at this station are located in Appendix A.
- Station 2: Project Overview PowerPoint Presentation A projector was set up to show a loop presentation which highlighted the purpose of the meeting, the project study's history, the DEIS process, and the next steps of the project.
- Station 3: Typical Sections Two exhibits were provided to illustrate the proposed typical sections.
- Station 4: Alternative Routes Displays Aerial maps at a 1:400 scale showing the proposed build alternatives, 4 and 5, including the environmental resources, property lines and business and residential displacements were available to view.
- Station 5: Community Advisory Group (CAG) The public had an opportunity to meet and discuss their issues and concerns about the project with CAG members who participated in the planning process.
- Station 6: Draft Environmental Impact Statement (DEIS) Two copies of the signed DEIS were
 made available for review and to allow attendees to provide comments. This document included
 the project's Purpose and Need, identified the project study area's environmental resources,
 outlined the project's alternative analysis and the environmental impacts of the proposed build
 alternatives, and summarized the project's public involvement process.
- Station 7: Property Owner Maps Two sets of 18" x 24" maps were made available to identify impacts to the affected stakeholder's property.
- Station 8: Public Comment Boxes were placed on tables for the public to deposit their comment sheets.
- Station 9: Court Reporter A court reporter was also present to record public comments.

The sign in sheets and the station exhibits are in **Appendix C.**



1.3. Attendance Profiles

A total of 212 people signed in at the public hearing. There were seven IDOT personnel and nine members from the consultant teams of Volkert Inc., Howard R. Green, Kaskaskia Engineering, and Hudson & Associates in attendance to discuss the project and answer questions.

Shown in **Tables 1-1 to 1-4** are attendees that represent agency partners, elected officials, media, and special interest groups. **Table 1-5** provides a list of attendees categorized by city.

Table 1-1:	Participating Agencies - Total 2
Whiteside Co	unty Highway
Union Grove	Township

Table 1-2: Elected Officials - Total 9	
City of Fulton (1)	City of Rock Falls (1)
City of Morrison (4)	City of Clinton (1)
Illinois State Representative (1)	Whiteside County Board (1)

Table 1-3: Media - Total 5	
City 1 News Magazine (2)	Whiteside News-Sentinel (1)
WSDR – AM 1240 (1)	WHBF-TV Channel 4 Quad Cities (1)

Table 1-4: Special Interest Groups - Total 15		
Clinton Convention and Visitors Bureau (1) Iowa - Illinois Highway Partnership (1)		
Fulton Chamber of Commerce (1) Clinton Chamber of Commerce / Dev. Corp (2)		
Whiteside County (2)	Morrison MAPPING (1)	
Blackhawk Hills RC & D (1)	Morrison Fire Department (1)	
Rock Falls Chamber of Commerce (1)	Morrison Area Dev./Morrison Chamber (2)	
Morrison Community Unit School District 6 (1) Ray Farm Management (1)		

Table 1-5: City Representation – Total 212			
City	Number	Percentage	
Fulton	16/212	7.6%	
Morrison	163/212	76.9%	
Rock Falls	5/212	2.4%	
Sterling	2/212	0.9%	
Unidentified*	3/212	1.4%	
Other locations**	23/212	10.8%	

^{*}Indicates attendees who did not list their address or provided information that was not legible

A copy of the sign in sheet is included in **Appendix C.**

^{**}Cities outside of the project study area



2.0 PUBLIC COMMENTS AND RESPONSES

2.1. Public Comments

In addition to receiving comments at the public hearing the project study team obtained comments via web mail and postal mail. There were a total of 88 public comments acquired prior to the period end date, July 29, 2011. All comments received and the corresponding responses are located in **Appendix D.**

2.2. Stakeholders

Respondents who completed a comment form were asked to select a stakeholder type from the following: homeowner, farmer/farmland owner, business owner, developer, or other. As shown in **Table 2-1**, the types of stakeholders are categorized with the associated number of comments. Please note that some of the stakeholder types were assumed from the content in the court reporter transcriptions, web mails or postal letters.

Table 2-1: Stakeholder Types			
Category	Number	Percentage	
Homeowners	21/88	23.9%	
Farmer/Farmland Owners	18/88	20.4%	
Business Owners	8/88	8.0%	
Developers	1/88	1.1%	
Others *	21/88	23.9%	
Unidentified Stakeholders**	19/88	21.6%	

^{*}Others are individuals that represent either special interest groups, elected officials or other entities.

2.3. Location Profiles

Table 2-2 shows the cities for each stakeholder providing a comment on the proposed alternatives. The locations listed may represent a residence, business or place of employment for each stakeholder.

Table 2-2: Location Profiles		
City	Number	Percentage
Fulton	16/88	18.2%
Morrison	56/88	63.6%
Rock Falls	4/88	4.6%
Sterling	1/88	1.1%
Other Illinois cities	5/88	5.7%
Iowa cities	6/88	6.8%

^{**}Unidentified Stakeholders are individuals that did not indicate their stakeholder type.



3.0 ALTERNATIVE ANALYSIS

This section focuses on the alternative preference identified by each type of stakeholder categorized in **Table 2-1** in **Section 2.2**. In developing the tables in this section, all of the 88 comments received were reviewed thoroughly and sorted by the stakeholder type and alternative preference. If more than one type of stakeholder was selected on the public comment form, then only one type was used to identify the alternative preference. For example, if a respondent selected homeowner and farmer/farmland owner, then the alternative preference was listed as a farmer/farmland owner. This determination was made due to the assumption that the individual's displacement of farms/farmland may be impacted in a more significant manner by the preferred alternative selection. Similar logic was applied to responses indicating stakeholder types of business owners and developers.

3.1. Homeowners

Twenty-one homeowners either listed this stakeholder type on the comment form or indicated they were a homeowner in the content of their response. As shown in **Table 3-1**, 38 percent of homeowners preferred the no-build alternative.

Table 3-1: Homeowners			
Alternative	Number	Percentage	
No-build	8/21	38.1%	
Alternative 4	0/21	0.0%	
Alternative 5	5/21	23.8%	
Alternative 4 or No-build	0/21	0.0%	
Alternative 5 or No-build	3/21	14.3%	
Alternative 4 or 5	0/21	0.0%	
No Preference	5/21	23.8%	

3.2. Farmer/Farmland Owners

Eighteen people identified themselves as farmer/farmland owners either on the comment forms, via the court report transcription or by mail. As shown in **Table 3-2**, 50 percent of the farmers preferred the nobuild alternative.

Table 3-2: Farmer/Farmland Owners		
Alternative	Number	Percentage
No-Build	9/18	50.0%
Alternative 4	2/18	11.1%
Alternative 5	1/18	5.6%
Alternative 4 or No-build	0/18	0.0%
Alternative 5 or No-build	0/18	0.0%
Alternative 4 or 5	1/18	5.6%
No Preference	5/18	27.7%



3.3. Business Owners

A total of 8 individuals disclosed themselves as business owners. A majority of business owners preferred Alternative 5 at approximately 38 percent.

Table 3-3: Business Owners		
Alternative	Number	Percentage
No-Build	2/8	25.0%
Alternative 4	1/8	12.5%
Alternative 5	3/8	37.5%
Alternative 4 or No-build	0/8	0.0%
Alternative 5 or No-build	0/8	0.0%
Alternative 4 or 5	0/0	0.0%
No Preference	2/8	25.0%

3.4. Developers

One person stated they were a developer with Alternative 5 as their preference.

3.5. Others

Twenty-one people were identified as "others" on the comment form. These individuals were listed as current and former elected officials, members from the chamber of commerce, a school administrator, regional development corporations, an energy company and other entities. The majority preferred alternative 5 at 76 percent.

Table 3-4: Others				
Alternative	Number	Percentage		
No-Build	1/21	4.8%		
Alternative 4	0/21	0.0%		
Alternative 5	16/21	76.2%		
Alternative 4 or No-build	0/21	0.0%		
Alternative 5 or No-build	0/21	0.0%		
Alternative 4 or 5	3/21	14.2%		
No Preference	1/21	4.8%		

3.6. Unidentified Stakeholders

A total of 19 people did not identify a stakeholder type on the public comment form or in the content of their responses, but comments were provided on the proposed alternatives. Listed in **Table 3-5** are their alternative preferences by number and percentage. The majority of the unidentified stakeholders preferred Alternative 5.



Table 3-5: Unidentified Stakeholders		
Alternative	Number	Percentage
No-Build	3/19	15.8%
Alternative 4	0/19	0.0%
Alternative 5	11/19	57.9%
Alternative 4 or No-build	0/19	0.0%
Alternative 5 or No-build	0/19	0.0%
Alternative 4 or 5	0/19	0.0%
No Preference	5/19	26.3%

3.7. Alternative Preference by Location

Table 3-6 lists the location of the respondents and their overall build alternative preference. As shown, the preferred alternative selection is Alternative 5.

Table 3-6: Alternative Preference By Location							
Location	No-Build	Alternative 4	Alternative 5	Alternatives 4 or No-Build	Alternatives 5 or No-Build	Alternatives 4 or 5	No Preference
Fulton		1	13				2
Morrison	23	2	14		3	1	13
Rock Falls			3			1	
Sterling			1				
Other Illinois cities			2			1	2
Iowa cities			4			1	1
Total	23	3	37	0	3	4	18

3.8. Public Comments Summary

A summary of comments for each alternative and other alternatives suggested by the public are listed by stakeholder type as shown in **Table 2-1** in **Section 2.2**. The comments are as they were written on the forms, web mails, postal mail, and transcribed by the court reporter.

NO-BUILD ALTERNATIVE		
Homeowners		
"Businesses like Dairy Queen, FS Fast Stop and Casey's will suffer a significant loss of business. Also,		
it will impact tax for Morrison (sales and motor fuel)."		
"The state of Illinois has enough debt now – lets maintain what we have."		
"Morrison and Route 30 have worked hand and hand since long before my time. That route going through town helps the community, and brings people to the downtown."		
Farmers/Farmland Owners		
"All proposed routes have been laid out to slaughter too much farmland."		
"I don't think it's prudent to build a bypass that will take away homes and farmland."		



NO-BUILD ALTERNATIVE

Farmers/Farmland Owners (continued)

"Subtracting "bypass consumed" land from food production, taxing values to the county, state and federal governments and destruction of a "way of life" for many farm families would be counterproductive to all involved."

Business Owners

- "I believe a bypass (north or south) will virtually kill the business climate of Morrison."
- "...the other concern I have is just the people that have businesses being displaced, but more so the residents in the area."

Others

"It will take farmland out of production. Morrison business will suffer."

Unidentified Stakeholders

- "The proposed route to the south will be close to an already existing four lane, route 88."
- "I feel that the town businesses would suffer far more than anticipated and the land would be affected by destruction too great."
- "I just think they should just have a no build and just fix what they've got and leave it."

BUILD ALTERNATIVE 4

Farmers/Farmland Owners

- "The Alternate 5 will encounter many wet areas of land."
- "I suggest the route going....to the north as the shortest, less costly and least corrosive to farming operations."

Business Owners

"It is shorter and may influence travelers to enter Morrison due to its proximity."

BUILD ALTERNATIVE 5

Homeowners

- "..it makes more sense logistically from a connection point with Route 78, Route 88 and it would give more access to the new Wal-Mart Distribution Center which is obviously a big source of truck traffic."
- "The bypass needs to run close to the Industrial Park." Expensive homes and dwellings and quality of life worth more then wetlands."
- "The north route would put more traffic on already narrow dangerous windy hilly roads and dangerous intersections..."

Farmers/Farmland Owners

"The truck traffic coming from the south and heading to the Mississippi or ADM at Clinton needs to bypass Morrison."

Developers

"...Alternative 4 goes through too much housing and the development for Morrison, because we're also developers besides farmers, we do a subdivision and you're coming up against - - right up against my new subdivision where my plans were some day to keep developing that way"

Business Owners

"I would like the southern alt. #5 route because it goes through the industrial area of Morrison."



BUILD ALTERNATIVE 5 (continued)

Others

"Improvements to Route 30 will increase economic development opportunity, and improve the quality of life for the more than 50,000 citizens of Whiteside County and the City of Morrison."

"This will open up development for an industrial park in Morrison."

"It will not be the best route for growth but will be less costly, fewer acres will be removed from farm productions, and fewer residences displaced."

"The environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further."

"The southern route uses less acres of farmland and takes fewer homes."

"Having the new route near the Industrial Park could provide for economic growth opportunities, not only in Morrison, but also could be extremely beneficial to growth in Sterling."

"The southern "5" route fits the best for reduction of through present traffic in Morrison."

"This will give Morrison the needed overpass to enable emergency vehicles to cross the Union Pacific Rail development for an industrial park in Morrison."

Unidentified Stakeholders

"I feel it would be far less disruptive to the community & environment."

"The south route is less expensive, less disruptive, and otherwise effective."

"This route makes more sense overall with home displacement, less farmground, etc."

OTHER ALTERNATIVES

(Alternatives 4 or No-build, Alternatives 5 or No-build, Alternatives 4 or 5, No Preference)

Homeowners

"If the biggest goal is to bypass Morrison just do it with a 2 lanes road instead of 4 lanes, then connect back to 2 lane Rt 30."

"I am concerned that a fill across the Rock Creek bottoms could cause additional flooding problems."

"...if Alternative 4 were selected, our request would be that the proposed route be shifted so that the lake is not eliminated."

Farmers/Farmland Owners

"Why don't you make Rt 30 four lane east & west of town because the shoulder & ditches are wide enough and leave it 2 lane in town and then town won't die. The state is short of money and would be a cheaper way to do it."

"I feel you have chosen routes that will impact the least amount of family & farms & use the existing Rt 30 as much as possible."

"The impact on our town should be minimal. Informational signs and directions should direct interested traffic to their destinations."

Business Owners

"The advantages of a northern route are that the soil type is more favorable to building, its proximity and signage for the state park, and a more direct route to the potential jobs at the prison in Thomson. The advantage of a southern route is the close proximity to our industrial park, but it would be redundant to have a four-lane highway close to I-88."



OTHER ALTERNATIVES (continued)

(Alternatives 4 or No-build, Alternatives 5 or No-build, Alternatives 4 or 5, No Preference)

Others

"Widening the roadway from two lanes to four lanes, we believe, would invite economic activity along the route in an already depressed area of the state."

"My preferred route would be the shortest, most direct route from the point where it connects to I-88 to the point where it connects to 136 staying south of the railroad tracks."

"The safety and environmental impacts of a no-build approach are significant."

Unidentified Stakeholders

"I know Route 30 is east and west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes."

"My major concerns are the flooding along Rock Creek. My concern is if we go on a southern route with this it's just going to build another dam along Rock Creek and create more water hazard..."

"...I still think it would be a great idea to move the railroad tracks from downtown Morrison to south - - south of Morrison thus eliminating many crossings and allowing emergency vehicles and so forth to go from north to south..."

3.9. Agency Comment Summary

The Department received comments from the following State and Federal Agencies on the DEIS document: Illinois Department of Agriculture (IDOA), Illinois Department of Natural Resources (IDNR), United States Department of Interior (USDOI), and the United States Environmental Protection Agency (USEPA). Listed below are summarized statements and concerns from their letters, which are located in **Appendix D**.

Illinois Department of Agriculture (IDOA)

• The IDOA had no objection in using either alternative for the proposed transportation improvement. This Department would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Illinois Department of Natural Resources (IDNR)

 The IDNR identified that the state threatened black sandshell mussel was found in the Rock River and Elkhorn Creek. Also, an Incident Take Authorization (ITA) will be required one year prior to construction. Based on the referenced ITA application in the DEIS, consultation is closed on this project.

United States Department of the Interior (USDOI)

 The USDOI had concerns regarding an adverse affect of the project on the Rock River's water quality, change in the free flow characteristics of this reach of the Rock River, change the long term recreational use of the River, or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System.

<u>United States Environmental Protection Agency (USEPA)</u>

 The USEPA gave the DEIS document a rating of Environmental Concerns Level 2 (EC-2) based on some concerns with the Purpose and Need, Alternatives, Environmental Impacts and Proposed Mitigation of Unavoidable Impacts.



4.0 PUBLIC HEARING RECORD REPORT SUMMARY

In summary, 88 public comments were received as a result of the public hearing process with 63 identifying a singular alternative preference. The remaining 25 comments did not provide an individual preference on the build alternatives or the no-build alternative. In addition, IDOT received response letters from State and Federal agencies regarding the DEIS document.

The stakeholder types providing comments were homeowners, farmers/farmland owners, business owners, developers, other entities, and some were unidentified by their response. Safety, economic development, preserving farmland, impacts to businesses, property, and the environment; funding of the overall project were common responses and concerns from stakeholders. A majority of the comments received were from homeowners and other entities. Approximately 64 percent of the comments received had a Morrison address.

Preference for the build alternatives, 4 and 5, and the no-build alternative varied between all stakeholder types. The no-build alternative was preferred by homeowners and farmers/farmland owners. Responses received by business owners, developers, other entities, and the unidentified stakeholders favored build alternative 5. Build alternative 4 received limited support from the public.

The information compiled in the report illustrates that in reviewing the stakeholder's location and their build alternative preference, respondents within the city of Morrison expressed a stronger preference for the nobuild alternative. However, build alternative 5 was the preferred alternate among the responses with comments provided by stakeholders located within the other surrounding communities and cities in lowa.



Appendix A

Handouts

- DEIS Brochure
- Comment Form
- Business Card
- Elected Official and Media Kits *
 - > IDOT Contact Information
 - Business Card
 - > DEIS CD
 - > DEIS Brochure
 - Alternatives Map
 - Comment Form
 - Project Overview PowerPoint Presentation

*The information in the kits was issued to elected officials and media representatives.



Special Points of Interest:

- Welcome to Public Hearing / Contact Information Page 1
- Project Location Map Page 2
- Frequently Asked Questions Pages 2 4
- Map of Build Alternatives Pages 5 6
- Public Comment Form See Insert
- Project Time Table Pages 7 10

U.S. Route 30

From Illinois Route 136 To Illinois Route 40 in Rock Falls



Public Heari

Wednesday, June 15, 201 1:00 P.M. to 7:00 P.M.

Meeting Location:

United Methodist Church 200 West Lincolnway Morrison, Illinois

Illinois Department of Transportation Program Development 819 Depot Avenue Dixon, Illinois 61021

Welcome to the Public Meeting

Welcome to the Public Hearing to present the proposed project for a U.S. Route 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls. Personnel from the Illinois Department of Transportation and the consultant firms of Volkert, Inc., Howard R. Green, Kaskaskia Engineering, and Hudson & Associates are here to answer your questions and receive your comments regarding the proposed improvements.

This meeting is being held in an Open House format to allow informal discussions between the public and study team members. Participants are encouraged to submit written comments about the project. Persons wishing to give verbal statements may visit the court reporter attending this meeting. Written statements may be given to us today or mailed to the IDOT - District 2 office by \(\frac{\pullet \text{\substant}}{\pullet \text{\substant}} \). A form is provided in this handout that you may use to submit your statement.

The proposed project includes alternatives that were evaluated in the Draft Environmental Impact Statement (DEIS), including the two proposed alternatives, and the project's potential impacts to the natural and man-made environment in the study area.

For Further Information Contact:

- All comments and recommendations will receive consideration.
- The DEIS, maps, drawings, and other pertinent information are available at the IDOT - District 2 office, located at 819 Depot Avenue, Dixon, Illinois 61021.
- Project Hotline and Website: 1-866 ROUTE30 (1-866-768-8330) or TDD/TTY (815) 284-1667 and www.dot.il.gov/us30/index1.html.
- Further questions may be addressed to:

Title	Name	<u>Telephone</u>	
IDOT—Acting Engineer of Program Development	Jay Howell	(815) 284-5351	
IDOT—Project Engineer	Becky Marruffo	(815) 284-5902	
IDOT—Studies & Plans Squad Leader	Jennifer Williams	(815) 284-5950	

The Illinois Department of Transportation wishes to thank you for your interest and participation in this meeting.

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways Region Two Engineer Illinois Department of Transportation

Project Location Map



Frequently Asked Questions

I. When is it anticipated that the Environmental Impact Statement (EIS) and Phase I Design Report will be completed and the proposed project constructed?

It is anticipated that the EIS and Phase I Design Report will be completed in 2012. Funding for Phase II (Design) and Phase III (Construction) is currently not available.

What is an Environmental Impact Statement (EIS)?

An EIS is a document that discusses the direct and indirect effects a project has on the environment. Projects like U.S. 30 (new four-lane roadways on new alignment) that typically could have "significant" impacts to the environment or public opposition require the preparation of an EIS under the National Environmental Policy Act (NEPA).

3. What are the Build Alternatives? What is the No-Build Alternative?

IDOT is proposing two Build Alternatives, 4 and 5. Both alternatives share the same alignment east and west of the city of Morrison. However, within the city limits Alternative 4 travels north of Morrison and Alternative 5 travels south of Morrison. The No-Build Alternative may include some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements that may be necessary depending on traffic needs and highway conditions.

Frequently Asked Questions – continued

4. What will happen after the Public Hearing?

After the Public Hearing and completion of the DEIS comment period, IDOT will review the comments received from the public. Additionally, IDOT will consider input from the Community Advisory Group (CAG) and stakeholder groups, as well as comments received on the Draft Environmental Impact Statement (DEIS) document. All of this information will be considered in identifying a preferred alternative for study within the Final Environmental Impact Statement (FEIS) document.

5. How were Community Advisory Group (CAG) members selected for the U.S. 30 Project?

The CAG members were selected from individuals, groups, organizations, and agencies from the communities within the project study area, and represents a wide cross section of people and interests.

6. I believe my home/farmstead is historic. Therefore, the State cannot touch it, right?

The State can acquire property from a historic home/farmstead. The Department will conduct a historic survey of the project area and receive a determination from the Illinois Historic Preservation Agency (IHPA) regarding structures that have historical context. It is possible that we will acquire some right-of-way from these properties and we will make every effort to avoid such structures.

7. If a bypass is built, who will maintain the existing Route 30 through town?

Maintenance of the roadway could remain the responsibility of the State, or a jurisdictional transfer agreement could be developed between the State and a local entity (city, township, or county). This would be determined during Phase II (Design) of the project, which is not currently funded.

8. Would the State reconsider the three-lane project that they had originally planned through Morrison?

The study that proposed the construction of a three-lane section from IL 78 (N) to French Creek in Morrison was completed in 2004. As a direct result of public comments and concerns, the project length was reduced to extend only from Jackson Street to French Creek. Resurfacing and maintenance work has been performed on the remaining roadway section, including the replacement of the bridge carrying U.S. 30 over Rock Creek.

The construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through the downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands.

Frequently Asked Questions – continued

What will be the impact on downtown or U.S. 30 businesses if a bypass is built around Morrison?

Based on historical results of previous bypass projects, we understand that a bypass has the potential to bring both positive and negative impacts to frontage and downtown businesses within the city of Morrison. As an example, one potential benefit to building a bypass around the city could be the minimization of commercial truck traffic travelling through the downtown area. However, we also realize that this change in traffic patterns may have a negative impact on some businesses in the downtown area, particularly businesses that are traffic-dependent. The determination of both positive and negative impacts depends significantly on the characteristics (e.g. proximity to the existing route, access, signing, etc.) of the route that is selected for further study, as well as the type and nature of the business. The Draff Environmental Impact Statement (DEIS) has identified potential impacts and benefits to the businesses of Morrison.

10. Who determines how much compensation I will receive for the proposed right-ofway that the Department will acquire with the project, and how is it calculated?

The Department would have an appraisal prepared on your property to determine fair market value, either by an IDOT Staff Appraiser or a private Appraiser hired by the Department. They would determine the value of the area being purchased from you and any damage to the remaining parcel. If the whole property is being acquired, additional relocation assistance would be provided by the Department.

The proposed roadway will be closer to my house. Will moving the traffic closer structurally damage my house?

There have been no incidences of claims for vibration damage to adjoining structures caused by car and truck traffic which has been moved closer to any structures. This even includes brick structures that are over 100 years old and in places were the road is 10-15 feet away from the structure. Also, our new design will provide a smoother pavement, thus eliminating the majority of the vibrations that come with a bumpy hidhway.

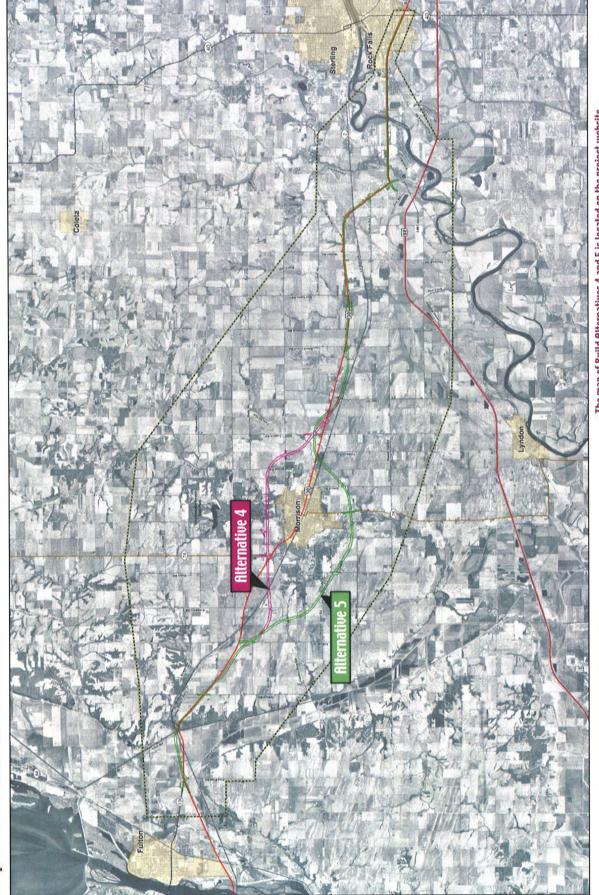
12. My septic field is located within the proposed right-of-way or easement area. How will I be compensated for that?

If the septic field is located within the right-of-way needed for this project, compensation will be made for the loss of the septic field during the Land Acquisition phase of the project. This is usually done with the payment for the design and installation of a new septic field.

When IDOT acquires the necessary parcel for the improvement, who will pay for the recording cost?

When it comes to the recording fees, the Department is financially responsible for all fees and the preparation and filing of all the legal documents required to transfer ownership of the parcel of land needed for the project.

Map of Build Alternatives 4 and 5



The map of Build Alternatives 4 and 5 is located on the project website, www.dot.il.gov/us30/index1.html.

PROJECT TIME TABLE

FEASIBILITY STUDY



PHASE I STUDIES & ENGINEERING



ENGINEERING PHASE II



PROPOSAL AND **ADVERTISING** CONTRACT FOR BIDS



CONSTRUCTION CONTRACT AWARDED: BEGINS



CONSTRUCTION CONTINUES

On Behalf of IDOT

understanding the study, design, and construction of This section of the handout is to assist the public in a highway project.

Feasibility Study

A feasibility study is typically initiated to assess whether or not a proposed highway improvement warrants further study. Feasibility studies are typically conducted to address the following types of questions:

- State and create more benefits than costs, or would Will a new highway or major river bridge promote economic development in a certain region of the upgrading existing highways be a better solution for satisfying State and local needs?
- operational problems which, in turn, are creating a Is a missing link of a four-lane highway causing traffic high number of collisions?
- terrain in comparison to upgrading the existing Would it be possible and cost effective to build a new four-lane highway on new alignment through rugged alignment?
- drainage alternatives, alternate locations for a with more detailed engineering studies (e.g. major Other similar situations where additional information is needed before making a decision to proceed proposed interchange)

Phase I Studies & Engineering

Phase I Studies include both Engineering and Environmental Studies, each requiring a separate decision-making process. Phase I work can vary from a very minor type study to an in-depth investigation of corridors, alternative alignments and cross sections, different highway types, and other design features with consideration of social, economic, environmental, and engineering factors.

Phase I studies are developed to ensure that, as practical, highway locations and proposed designs are consistent with Federal, State, and local goals and objectives.

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

The following items are discussed when developing a highway improvement:

- Effects on regional and community growth
- Conservation and preservation of natural resources Public facilities, services, and recreational areas
- Community cohesion
- Displacement of people, businesses and farms
- Air, noise, and water pollution
- Aesthetic value

and magnitude of any adverse impacts. For major projects, IDOT will prepare a The depth of social, economic and environmental analysis will vary depending separate environmental document i.e. an Environmental Impact Statement (EIS) and Environmental Assessment (EA). For most projects, the Project Report will document upon the scope and nature of the project, the stage of project development, the environmental analysis.

DESIGN AND ENGINEERING CONSIDERATIONS

Phase I studies are used to identify the following:

- Need for highway improvement Capacity deficiencies
 - Need to improve safety
- Project termini
 - Typical Section
- Need for right-of-way
- Location of traffic control devices Drainage concerns
 - Project Cost

The scope and depth of engineering analyses will vary depending on the scope of work.

Phase II Engineering

PLAN DEVELOPMENT STAGE

preliminary, pre-final and/or final stages to ensure that they are free from errors and The designer is responsible for preparing the final plans so that they can be constructed n the field. To ensure the plans are correct and complete, the designer will review the Phase I report and the project commitment files. The plans are reviewed at the omissions.

Preliminary Plan Review

During this stage, various bureaus, sections, agencies, etc. have an opportunity to conduct a major review of the plans. The preliminary plan review will occur after the profile sheets, detail sheets, cross section sheets, determined pay items, special provisions, etc. During this stage the designer will address any utility conflicts and designer has essentially completed the plans including the cover sheets, plan and determine if adjustments and/or relocations are necessary. For major projects, several reviews may be necessary to avoid having to make substantial changes later in the plan preparation process.

LAND ACQUISITION

Once the amount of property necessary for the improvement is established, an appraiser will determine the value of the property IDOT needs to acquire and the effect it has on the remaining parcel. When the appraisal has been completed, it is then given to a negotiator who will meet with the property owner and discuss determined by the court, the sale of the parcel is started and the transfer of the land the value of the property. After the price has been set, either by negotiation or as anyone in legal physical possession of the real estate. That may be tenants or owner/ occupants and those occupants may be residents, businesses (including farms and non-profit organizations), or just a matter of personal property to be moved. In any is recorded. Also, a part of the land acquisition process is relocation assistance for case, anyone displaced by acquisition will be afforded relocation assistance.

UTILITY WORK

The utility coordination starts in Phase I where preliminary plans are provided to the utility owners. The utility owners mark their facilities on the plans and return them to IDOT, where they are incorporated into the project files. The designer will try to plans are sent out with a 15-day notice to submit for a permit. This is done when the project is submitted for letting. Once the permit is approved and the new rightof-way purchased, the utilities have 90 days to relocate any conflicts. If the proper coordination is not done between IDOT and the utilities, it could affect the timing of minimize the impact to the utilities. Pre-final plans are then sent to the utilities so they can begin to design the relocation of their facilities that are being impacted. Final the project.

Phase III Engineering

CONTRACT PROPOSAL AND ADVERTISING FOR BIDS

improvement project is included on the Department's regularly scheduled advertisement for bids. All contractors must meet the Department's pre-qualification After all of the design plans and contract documents are completed, the construction requirements.

timeliness of previously constructed work; and the equipment and capital they have available to complete projects. This pre-qualification rating establishes the size of projects each contractor can bid on and the type of work they are qualified to do (i.e. bridges, resurfacing, concrete paving, traffic signals, etc.). This helps assure that the contractor is capable of completing the work in a quality manner within the The pre-qualification process reviews each contractors experience; the quality and scheduled time limits. All interested contractors have four weeks to review the contract plans for the proposed project and prepare their bids to complete the work. All sealed bids are then opened at the scheduled bid opening. The contract is then awarded to the lowest bidder on each project that meets all the contract requirements and prequalifications.

CONTRACT AWARDED: CONSTRUCTION BEGINS

the improvement, monitors the contractor's operations to assure all specifications During construction of the project, the Department inspects all the materials used in are followed, and completes all of the required documentation.

This includes all aggregates, concrete, asphalt, culverts, traffic signals, and metal products. Everything from trees and topsoil to pavement marking paint must meet Material inspection involves testing and approval of all items used on the contract. IDOT specifications before it can be used on the project.

the progress and complete the necessary documentation. They make sure that Construction engineers and inspectors are assigned to each project to monitor everything is located properly and that it is built to correct dimensions.





The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

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DDRESS		
TY	STATE	ZIP CODE
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ELEPHONE NUMBER		
MAIL		
Check one or more if applicable: I Homeowner	Business Owner □ Developer □ Other	
Vould you like to remain on our mailing list?	Yes □ No	
Vould you like us to respond to your comments'	? □Yes □No	
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PLACE STAMP HERE

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways
Region Two Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021



U.S. 30 Environmental Impact Statement and Phase I Design Report

sponsored by:



U.S. 30 Environmental Impact Statement and Phase I Design Report

Project Website: www.dot.il.gov/us30/index1.html

Project Comments: www.dot.il.gov/Email/Email.asp?from=31

Project Hotline: 1-866-ROUTE30 (1-866-768-8330)



Appendix B

Meeting Announcements

- Legal Notices
 - > The Clinton Herald (Clinton, IA)
 - Sauk Valley Media
 - o The Daily Gazette (Sterling, IL)
 - o The Telegraph (Dixon, IL)
 - > Whiteside News-Sentinel
 - The Journal (Fulton, IL)
 - o The Echo (Prophetstown, IL)
 - The Review
- Press Release
- Postcard Mailer



PUBLIC HEARING

FOR

U.S. 30 Environmental Impact Statement & Phase I Design Report

The Illinois Department of Transportation (IDOT) will hold an open house public hearing to present the proposed project for a U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

WHEN?

June 15, 2011 1:00pm to 7:00pm WHERE?

United Methodist Church 200 W. Lincolnway Morrison, Illinois 61270

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The DEIS is also available for public review and comment at IDOT's website (http://www.dot.state.il.us/desenv/env.html) and at the libraries listed below:

Schmaling Memorial Public Library 501 10th Avenue Fulton, IL

> Odell Public Library 307 S. Madison Street Morrison, IL

Rock Falls Public Library 1007 7th Avenue Rock Falls, IL

Sterling Public Library 102 West Third Street Sterling, IL

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The hearing location is accessible to persons with disabilities. Persons with disabilities needing special accommodations or additional information should contact the person listed below at least 5 days prior to the public hearing.

Jennifer J. Williams, P.E. Studies & Plans Squad Engineer Illinois Department of Transportation 819 Depot Avenue Dixon, Illinois 61021 Phone: (815) 284-2271

TDD: (815) 284-1667 Fax: (815) 284-5486

AFFIDAVIT OF PUBLICATION

CLINTON COUNTY STATE OF IOWA } ss.

I, Charlene Bielema, being first duly sworn an oath depose and say:

That I am the Editor of The Clinton Herald, a newspaper of general circulation published and printed daily in the City of Clinton, County of Clinton, State of Iowa, and that the

HEARING FOR U.S. 30 ENVIRONMENTAL IMPACT STATE-MENT & PHASE 1 DESIGN REPORT

hereto attached and made a part thereof, was printed once each week for TWO weeks , in said newspaper Clinton Herald that the dates of said print were

and that the copy of said notice, hereto attached, was cut

MAY 14, 2011 AND JUNE 11, 2011

from one of	said printings
(Signed)	Malur Bre Cema Editor
	Charlene Bielema
Subscribed a	nd sworn to before me this 16 day of
(Signed)	My Delle

Notary Public Teresa Dellit

My Commission Expires April 18, 2014.



AFFIDAVIT OF PUBLICATION

ILLINOIS DEPARTMENT OF TRANSPORTATION PUBLIC HEARING for U.S. 30 Environmental Impact Statement & Phase I Design Report

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Illinois Department

of Transportation 819 Depot Avenue Dixon, Illinois 61021 Phone: (815) 284-2271 TDD: (815) 284-1667 Fax: (815) 284-5486 Date of second publication: June 11, 2011. Published: May 14 & June 11, 2011

No. 9666

Certificate of Publication

State of Illinois SS.

Whiteside County

This is to Certify that a notice, a true copy of which is hereto attached, was published in the Daily Gazette, a secular newspaper of general circulation published daily in the City of Sterling, in the County of Whitesid and State of Illinois, by SAUK VALLEY NEWSPAPERS, a corporation existing under the laws of said State, once each week for 2 sucessive week(s); that the date of the first paper containing said notice was the 14th day of May , 2011, and that the date of the last paper containing said notice was the 11th day of June , 2011

And this is to further certify that said newspaper have been regularly published for one year prior to the first publication of said notice therein, and that the person who signs the name of said company to this certificate is as appears by the records of said company, it is duly authorized agent for such purpose

Dated at Sterling, in said county, This 17th day of August , 2011

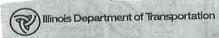
Daily Gazette

Publication Fee \$314.40

Authorized Agent

Received payment Daily Gazette

by: Java Bransain



PUBLIC HEARING FOR U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

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WHEN? June 15, 2011 1:00pm to 7:00pm WHERE? United Methodist Church 200 W. Lincolnway Morrison, Illinois 61270

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May 14, June 11, 2011

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Illinois Department of Transportation

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	WNS PUBLICATIONS By Sue Platter. Mgr.
	Fees for Publication: \$ 185.25 Paid by WNS PUBLICATIONS
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IDOT will hold an open house public hearing to present proposed alternatives for improving U.S. 30. All interested parties are invited to attend and participate in the public hearing. You may attend any time between 1:00 pm and 7:00 pm. NO FORMAL PRESENTATION WILL BE GIVEN. IDOT personnel and representatives from their consultant team will be on hand to answer questions and receive comments about the proposed project. A Court Reporter will be available at the hearing to take oral testimony. The public may also submit written comments. All comments received by July 29, 2011 will be included in the official hearing record. Preperty acquisition and relocation assistance information will be available. Exhibits and maps of the proposals developed in the study will be available for review during the entire time, as will copies of the Draft Environmental Impact Statement (DEIS).

The DEIS is also available for public review and comment at IDOT's website (http://www.dot.state.il.us/desenv/env.html) and at the libraries listed below:

Schmaling Memorial Public Library 501 10th Avenue Fulton, IL

> Odell Public Library 307 S. Madison Street Morrison, IL.

Rock Falls Public Library 1007 7th Avenue Rock Falls, IL

Sterling Public Library 102 West Third Street Sterling, IL

The document discusses the alternatives that were evaluated, including IDOT's two proposed alternatives, and the project's potential impacts on the natural and man-made environment in the study area. Comments on the DEIS can be sent to Mr. Eric S. Therkildsen, P.E. at the address listed at the bottom of this ad any time before July 29, 2011.

The hearing location is accessible to persons with disabilities. Persons with disabilities needing special accommodations or additional information should contact the person listed below at least 5 days prior to the public hearing.

Jennifer J. Williams, P.E. Studies & Plans Squad Engineer Illinois Department of Transportation 819 Depot Avenue Dixon, Illinois 61021 Phone: (815) 284-2271 TDD: (815) 284-1667 Fax: (815) 284-5486

I, WNS Publications, certify th	nat I am, and during the entire period of publication of the notice herein men-
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	day of June A.D., 20//, and
	the day of
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Illinois Department of Transportation

PUBLIC HEARING

FOR

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

The Illinois Department of Transportation (IDOT) will hold an open house public hearing to present the proposed project for a U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

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21-June 8

Certificate of Publication

I, WNS Publications, certify the	nat I am, and during the entire period of publication of the notice herein men-
	ne Fulton Journal; that the same is, and during all of said period was, a secular
weekly public newspaper pr	inted and published in the City of Fulton, Whiteside County, Illinois, and
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of general circulation in	said City, County and State, that a notice,
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	of which the annexed is a copy, was published in said paper
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Illinois Department of Transportation

PUBLIC HEARING

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21-June 8



State of Illinois Pat Quinn, Governor

Illinois Department of Transportation Gary Hannig, Secretary

FOR IMMEDIATE RELEASE

June 8, 2011

CONTACT:

Jay Howell FAX TTD 815/284-5351 815/284-5486 888/642-3457 www.dot.il.gov

Dixon, IL – The Illinois Department of Transportation announces that a public hearing will be held to present the proposed project for a US 30 four-lane facility from IL 136 east of Fulton to IL 40 in Rock Falls. The open house format hearing will be held **Wednesday**, **June 15**, **2011**, **from 1:00 to 7:00 p.m. at the United Methodist Church in Morrison**, **Illinois**. The public will have an opportunity to comment on the two proposed alternatives to be studied further as part of the upcoming Final Environmental Impact Statement Study and Phase I Design Report for the project.

IDOT personnel and representatives from their consultant team will be present at the public hearing to answer questions and receive comments about the proposed project. A court reporter will be available to take oral testimony, and written comments will also be accepted. Property acquisition and relocation assistance information will be available. Exhibits and maps of the proposals developed in the study will be available for review during the meeting, as will copies of the Draft Environmental Impact Statement (DEIS).

In order to facilitate the public involvement process, the DEIS is available for review and comment at IDOT's website, http://www.dot.state.il.us/desenv/env.html, and at the public libraries in the communities of Fulton, Morrison, Rock Falls, and Sterling. The document discusses the alternatives that were evaluated and the project's potential impacts on the natural and man-made environment in the study area.

IDOT encourages members of the community to review the DEIS and send comments on the two proposed alternatives to Mr. Eric S. Therkildsen, P.E., 819 Depot Avenue, Dixon, IL 61021. You may also submit your comments using the project website, http://www.dot.il.gov/US30/Index1.html, online comment form or by calling the project hotline at 1-866-ROUTE30 (1-866-768-8330). All comments received by July 29, 2011 will be included in the official hearing record.

Public Hearing

IDOT invites you to attend a Public Hearing for the proposed U.S. 30 project

Illinois Department of Transportation

The Illinois Department of Transportation (IDOT) will host an **Open House Public Hearing** to present and receive comments on the Draft Environmental Impact Statement (DEIS) and two proposed alternatives for a **U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls**.

DATE: June 15, 2011

1:00pm to 7:00pm

TIME

LOCATION: United Methodist Church

200 W. Lincolnway, Morrison, IL 61270

For more information, please contact the U.S. 30 project hotline at 1-866-ROUTE30 or 1-866-768-8330, or visit the project website, www.dot.il.gov/us30/index1.html.





IDOT invites you to attend a Public Hearing for the proposed U.S. 30 project

Hudson & Associates, LLC 1204 Washington Avenue, Suite 400 St. Louis, Missouri 63103

Public Hearing

Public Hearing Record Report



Appendix C

Stations

- Station 1: Welcome and Sign In sheet
- Station 2: Project Overview PowerPoint Presentation
- Station 3: Typical Sections
- Station 4: Alternative Routes Displays
- Station 5: Community Advisory Group (CAG)
- Station 6: Draft Environmental Impact Statement (DEIS)
- Station 7: Property Owner Maps
- Station 8: Public Comment
- Station 9: Court Reporter



WELCOME TO THE

U.S. 30

PUBLIC HEARING







Wednesday, June 15, 2011 1:00 p.m. - 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Amber Wind	631 Geneses Aut Morrison (815)291-4595 amber leighwood egmaill com	815)291-4595	amber leighwood eg mail	com
RICH LAPPASE		815-772-465E		
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Richard Von Ceek	12630 PAIRIR CENTERRA	815-985-5450		
JON GENTZ	_	815-772-4848		
JOHN PRANGE		815-772-386		





Wednesday, June 15, 2011 1:00 p.m. – 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

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Scott Richeli	13677 Cooshy Rd.	772-4520		
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STEVE HARING	WHI Co, HWY	815-773-7651	0	
Steve & Joyce MILEY	17955 HILLSIDE Rd. MORRISON	815-772-268		
Mario S Storet	14749 Norte M. Morrison 815-772-9999 Holor DUITUIE DIrlamilion	815-772-999	Volver Vulture airbanai	1.001
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Wednesday, June 15, 2011 1:00 p.m. - 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

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Wednesday, June 15, 2011 1:00 p.m. – 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

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Wednesday, June 15, 2011 1:00 p.m. - 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

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Wednesday, June 15, 2011 1:00 p.m. - 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

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Wednesday, June 15, 2011 1:00 p.m. – 7:00 p.m. United Methodist Church 200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

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Mary Gelom	1200-8 a Fulton, St.	815-589-4440	
Chapin Peapler	808 Lockson St. Prophetstown IL	815-499-9978	
Sarah Horndule	1006 Glanuard Dr.	815,772,7436	city of Morvison
Mill Mornaite	2 2	2	;
ROGER JOHNSON	1209-9th AVE Fulton IL	815-586-247	
Amy Daw	Marran 100	865.7724757.	
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Wednesday, June 15, 2011 1:00 p.m. - 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

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Wednesday, June 15, 2011 1:00 p.m. - 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

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Wednesday, June 15, 2011 1:00 p.m. – 7:00 p.m. United Methodist Church 200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
GERMO MENSMA	12910 YACER RD MURKISON	815-772-3060		FARMER
PICK SNITH	14910 Schipper Lune norn	norribon 815-772-2346		Laborer
Frank Vandermyde		4584-275-4834		Farmer
CHARLOTTE DOWNEY	Rt 30#AT INDIAN RIDE	5146-816-518		SEC/TRS, CHURCHOFGOD
Det Woodworth	11880 YAGEN Rollyndon	815-118-3391		
ARLYN FOLKERS	24013 HAZELIED STAXING	815-424 3170		FURMER
Spely Kalara	1921) ACKER POS FIFT	1618-589-3191		
Doug Vandermyde	600 Dismond at Morrison 815-772-4902	815-772-4902		Rarmer
5	10909 Privil Cont NO Money	814-777-7968		Hechaira anning in / Fames
dame 1 Rood	20736 White Oaks A Nowasa 85-723-71	FS-720-7155		
Osan Duick	9868 Kungu Rd Myrison	John-CLL-518		
N	901 Richard Rapher	then Bot	25/1/35	
Louis Sinil	14366 SAWYER RD	SK-772-8122		
_))))	37		
2	15213 NORRISH RD MOURISON	815-772-4953		PHYROLL CLERK /CGA MEDICAL COURT
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2				





Wednesday, June 15, 2011 1:00 p.m. – 7:00 p.m.

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

ORGANIZATION/BUSINESS (if applicable)								Compust, State Bask.								
EMAIL								Schister. Kevin @ gmail. Com)							
PHONE	815-724-7077	815-772-7399	1, 1,	11	815-777-2295	\$15-772-2704	815-772-4/49	815-565-318	8156314881	815 TTZ 2679	815-772-2328					
ADDRESS		11760 Carolen Plain Rd Morrison, 22 85-772-7399		ננ		14825 Norvish R.1" 815-772-2704	- 3	/	106 E NORTH MOTINSON	14103 Feldman Rd Morryon	Me RibbEwood DR. Morauson					
NAME (Please Print)	G/ENN FRANK	Randy Kenkes	katy Rentes	Kentae Rentes	STAN AND RUTH MITICK	Las + Beth Renkes	David No wholey	Lem KING Do	John Dyke	Gerry Akker	Noul Phynital		7/			





Wednesday, June 15, 2011 1:00 p.m. – 7:00 p.m.

200 W. Lincolnway, Morrison, Illinois United Methodist Church

Sign-In Sheet

ORGANIZATION/BUSINESS (if applicable)	Homonomar	Farmer	Busina	Homeron	Landromor	Land owner	Landowine	Businers	Dushow	Homomure	Homemones	Honeyworen	Business	Parmer	(Asme amen	Home owner	Hars farmer	Homowner	Homorime	Honeman
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ADDRESS	4889 LINCOLN ROL FULTON (857772-8256	16333 Hari Rd MUTTISON (815)773-3396	114 F. Meuri Morrison. (85) 772-3064	20810 With Caks Rd Mornson (85)772- 2493	11879 40ger Rd, Linden		4 14162 Banen Rd Monison	First to thruby 9470 Lincoln Rd Mom Son. (85/1630)240-9393	9470 Lincoln Rd Mornson	Merrism	14 49 Morrish Morrison	Doses white take the mornson	415-1141 Avenue FWHo (815) 589-2614	15686 Bunder Hill Rd Montson	Hyrya Nornsh Rd Moneriy (85) 772-9950	1600 HCKery HIIS Dr. Merry (85)72-7595	16469 DIShopkd Merum	. A	14366 Sawier Rd Mornson (815)	Let 366 Sowyor Rd Minnson (1815) The-8723
NAME (Please Print)	Hosenany Radgers	Orline Bach	Suellen Birard	Frances Bishop	William Brankman	Susan Brinkman	ACREATE STATE MAN, STOCKE	Christ to thruby	James Hruby	John Stouato	David Stoudt	(DIS WORKINGA	Jahry Russell	Clerk River	Violet Stoudt	Lame scott	Laving chang Brackemyer	Dualas Pannier,	LOWIS Sedia.	Karling School



WELCOME TO THE

U.S. 30

PUBLIC HEARING





provide you with an overview of The following presentation will IL 136, east of Fulton, to IL 40 in Rock Falls. This study began the U.S. 30 four-lane study from **June of 2007.**



speak with an IDOT employee or Thank you for taking the time to review this presentation. Please consultant team member if you have any comments or questions.

and interest in the U.S. 30 project. We appreciate your attendance





WHAT IS THE PURPOSE OF THIS MEETING?

Review the two proposed alternatives



- ➤ Two proposed alternatives
- ➤ No-build alternative



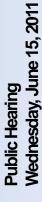




U.S. 30 PROJECT BEGAN IN 2007

Project study area is from IL 136/Frog Pond Road to IL 40 Approximately 24 miles long and 10 miles wide

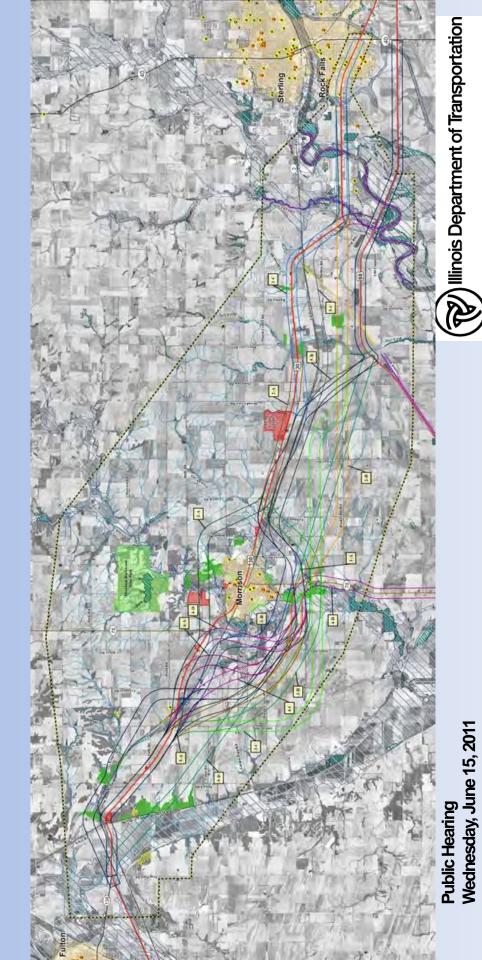






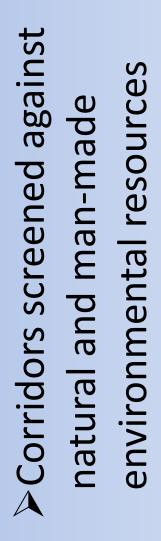


IN 2007, CORRIDORS CREATED BY **COMMUNITY ADVISORY GROUP**





2008 AND 2009



➤ Resulted in three corridors -1400 feet wide

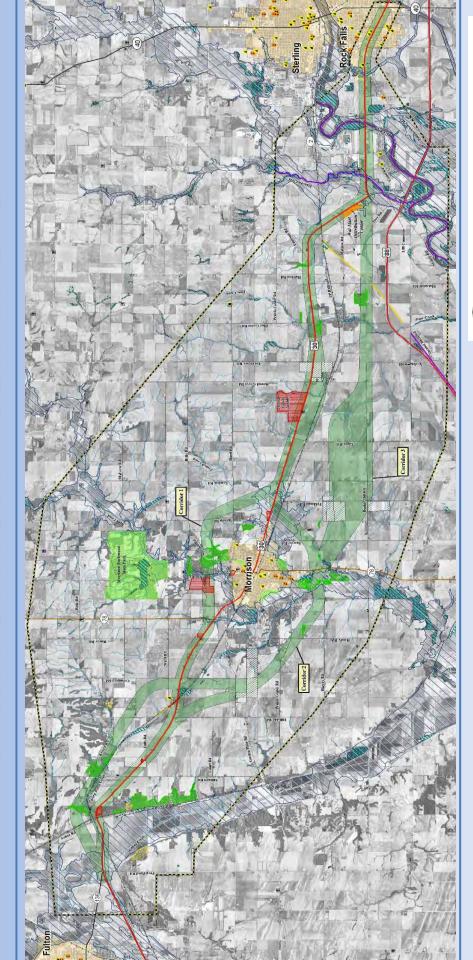








THREE SELECTED CORRIDORS





Public Hearing Wednesday, June 15, 2011



ALTERNATIVES DEVELOPMENT

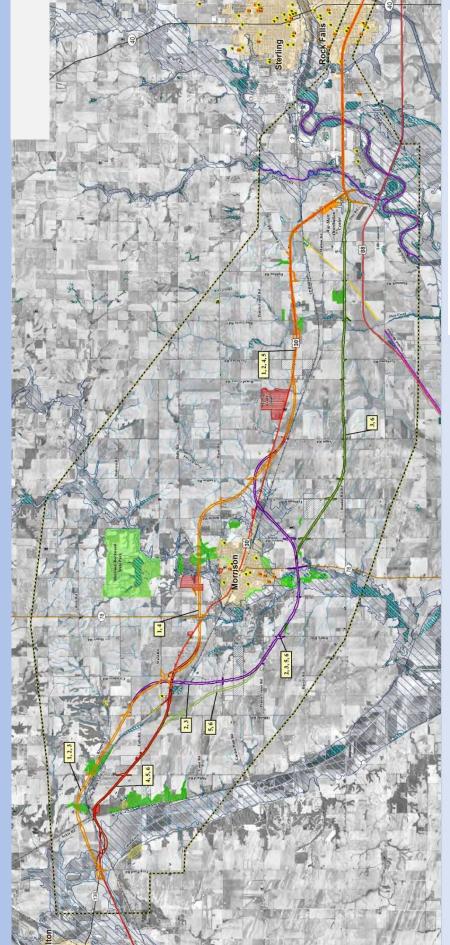
✓ Initial alternatives developed within the 3 corridors

Alternatives were screened against environmental resources As a result, six alternatives were carried forward for further study





SIX ALTERNATIVES - 2010





| Illinois Department of Transportation



PUBLIC INPUT ON THE SIX ALTERNATIVES

Results of public comments:

▼ Utilize more existing roadway

Cause least impacts to adjacent properties





ALTERNATIVES THAT BEST MET CRITERIA

Alternatives 4 and 5 chosen

Best utilizes existing roadway

Least environmental impacts

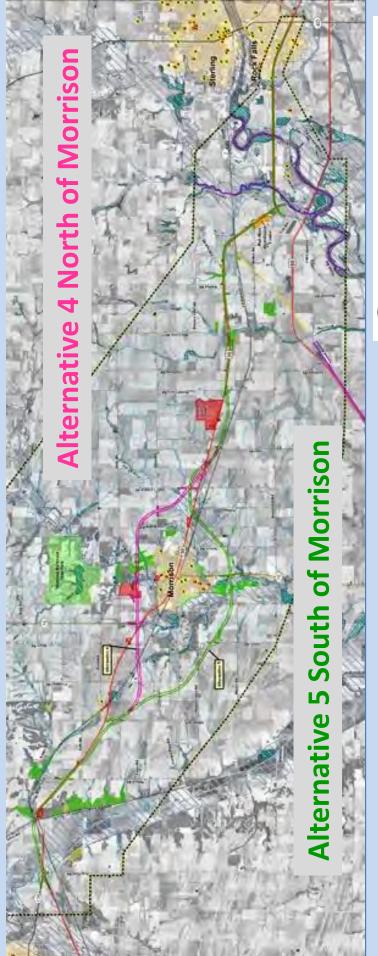
Best facilitates movement through the corridor





ALTERNATIVES 4 and 5 - 2011

Alternatives 4 and 5 share the same alignment along J.S. 30 east and west of Morrison







DISPLAY TODAY ALTERNATIVES 4 AND 5 ON





WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

An EIS is a document that discusses the direct and indirect effects a project has on the lane roadways on new alignment), that typically could have "significant" impacts to the environment or public opposition require the environment. Projects like U.S. 30 (new fourpreparation of an EIS under the National Environmental Policy Act (NEPA).





DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

What is in the DEIS?

- ➤ Purpose and Need for project
- The environmental resources identified throughout the project study area
- > Impacts of the build alternatives on those resources
- ➤ Figures & public involvement information





HOW TO VIEW DEIS

DEIS Available:

Community libraries - Fulton, Morrison, Rock Falls, and Sterling

▼ Website:

www.dot.il.gov/desenv/Environment/309/option.html

✓ IDOT - District 2 Office in Dixon

—By appointment







YOUR INPUT MATTERS

➤ Review the two proposed alignments

➤ Provide comments by:

Speaking with the court reporter

Filling out a comment form

Calling 1-866 ROUTE30 (1-866-768-8330)





Be Received by IDOT All Comments Must No Later than July 29, 2011





NEXT STEPS

➤Identify a Preferred Alternative

Final Environmental Impact Statement

➤ Record of Decision





DOT Would Like to

Coming to Today's Thank You for Meeting...





Please Proceed to

View the Displays and Provide Comments...



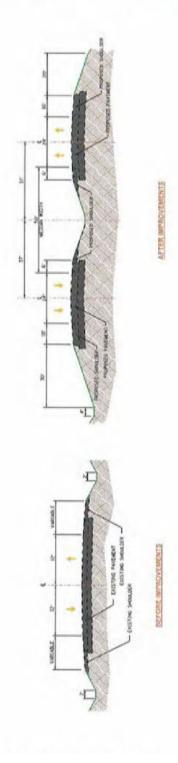


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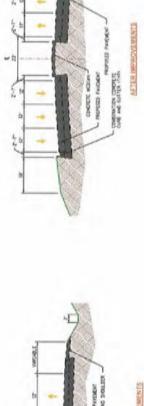
Public Coordination Become Part of the for this Project.

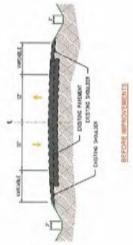


US 30 RURAL TYPICAL SECTION



US 30 URBAN TYPICAL SECTION







Map of Build Alternatives 4 and 5



30

U.S. 30 Environmental Impact Statement and Phase I Design Report

United Methodist Church 200 W. Lincolnway, Morrison, Illinois

Wednesday, June 15, 2011 1:00 pm - 7:00 pm Community Advisory Group (CAG) Staffing for Public Hearing

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TIME 1:00pm – 3:00pm		TIME 3:00pm — 5:00pm		TIME 5:00pm – 7:00pm	
					In Johns James
NAME	Bill olbbott	NAME	EVERETT PANNER	NAME	John Gell

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



ENVIRONMENTAL IMPACT STATEMENT

Public Hearing Wednesday, June 15, 2011



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & **PHASE I DESIGN REPORT**



WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

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U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

What is in the DEIS?

- ➤ Purpose and Need for project
- The environmental resources identified throughout the project study area
- > Impacts of the build alternatives on those resources
- Figures & public involvement information



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



HOW TO VIEW DEIS

DEIS Available:

Community libraries - Fulton, Morrison, Rock Falls, and Sterling

▼ Website:

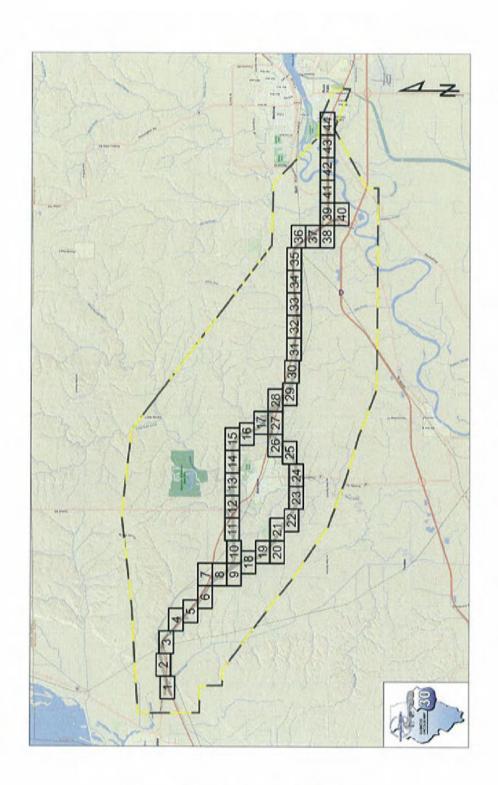
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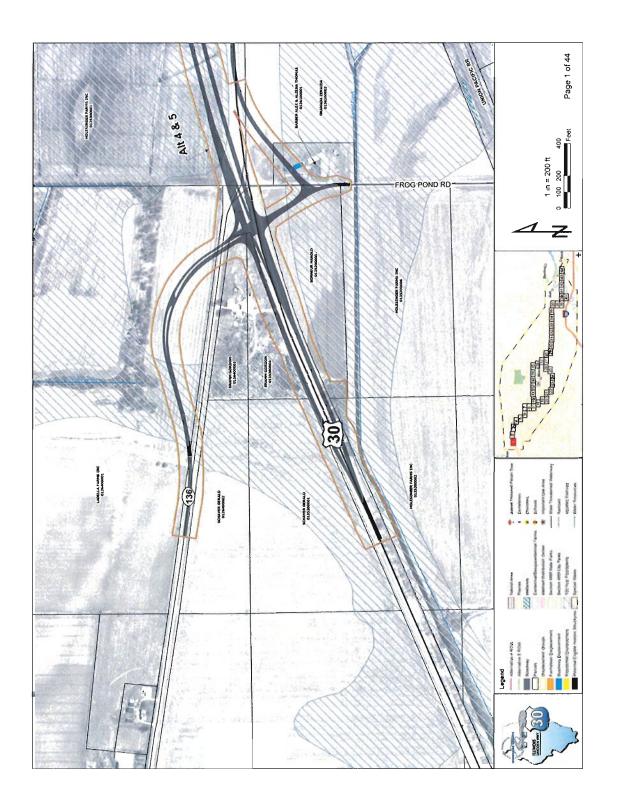


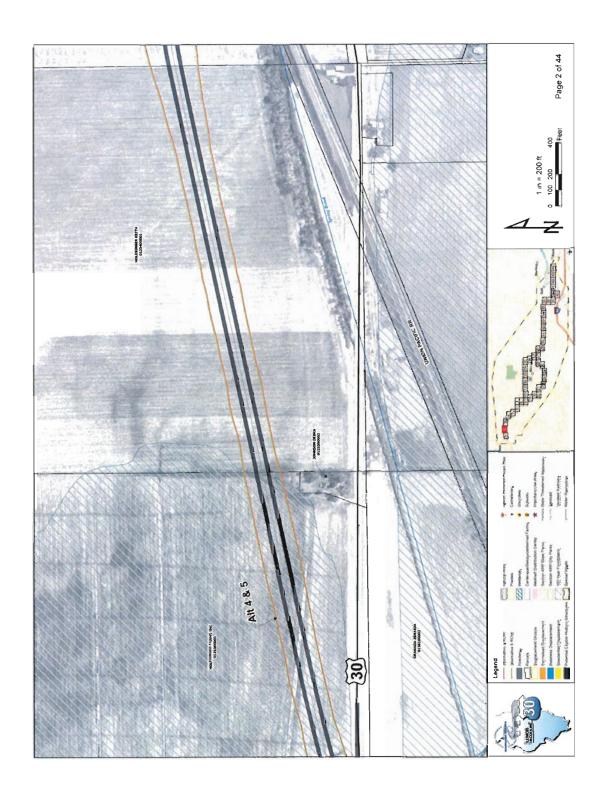


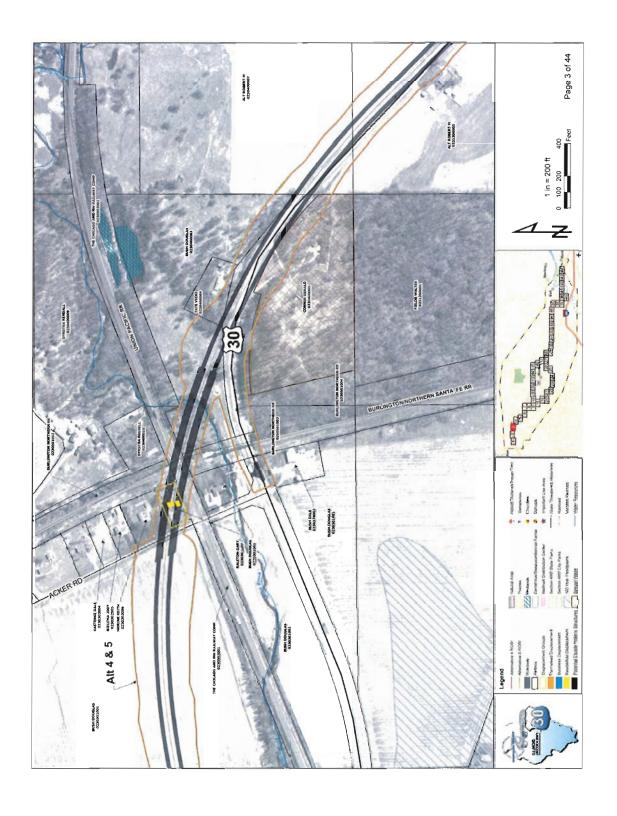


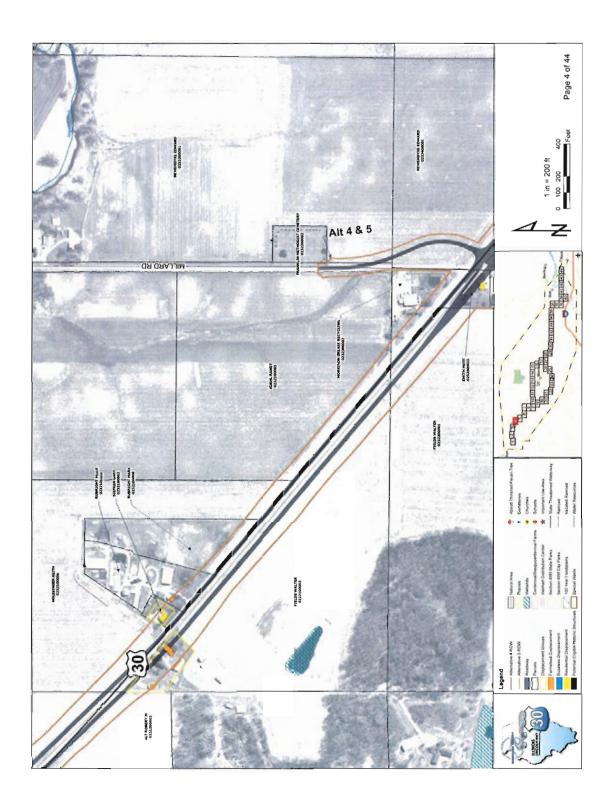
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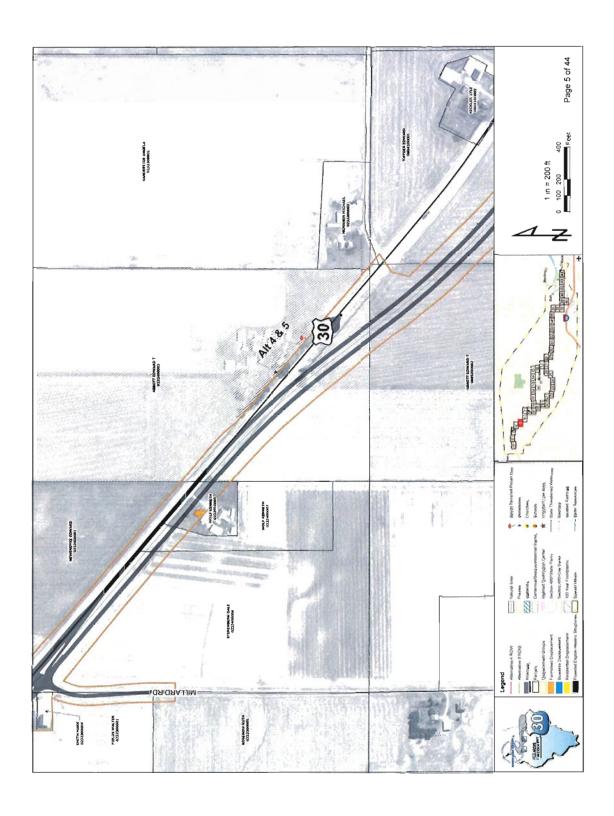
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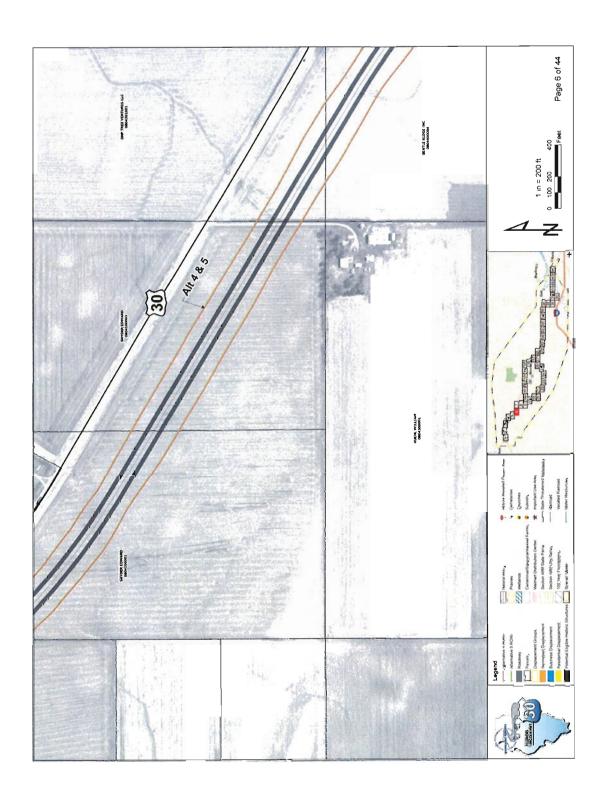


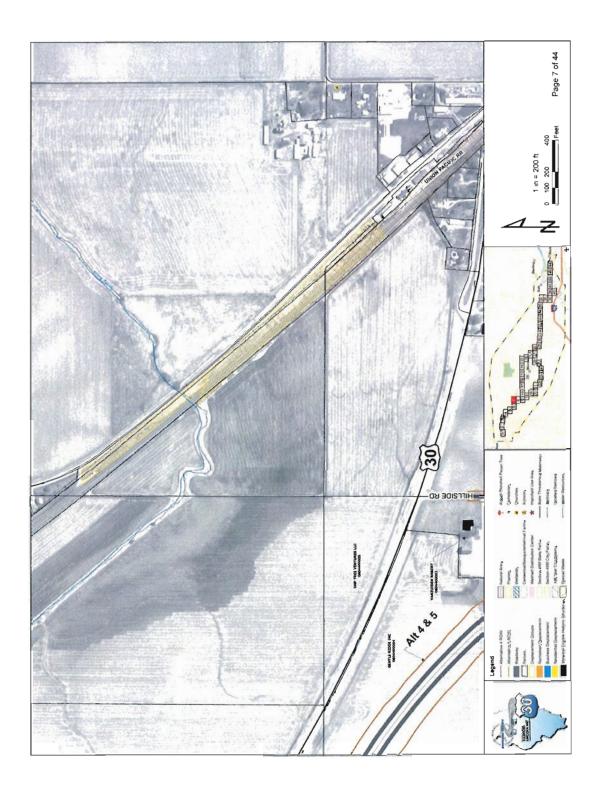


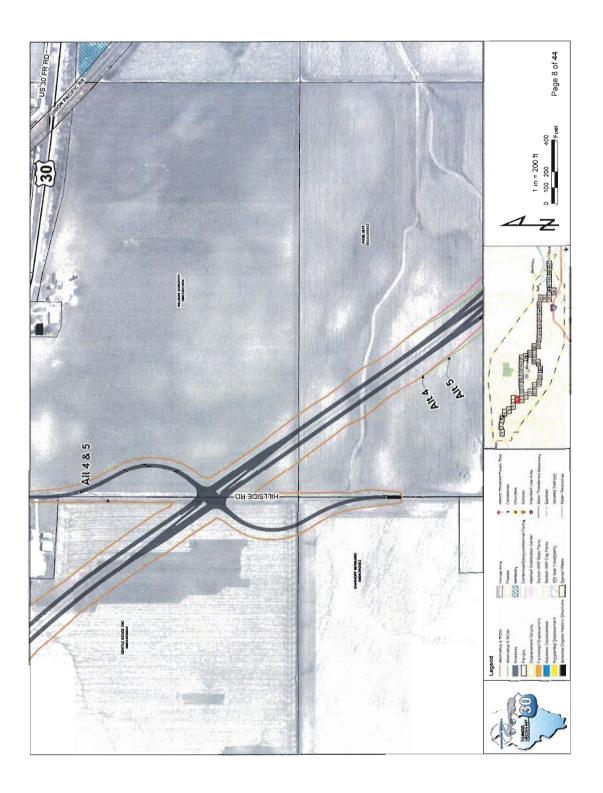


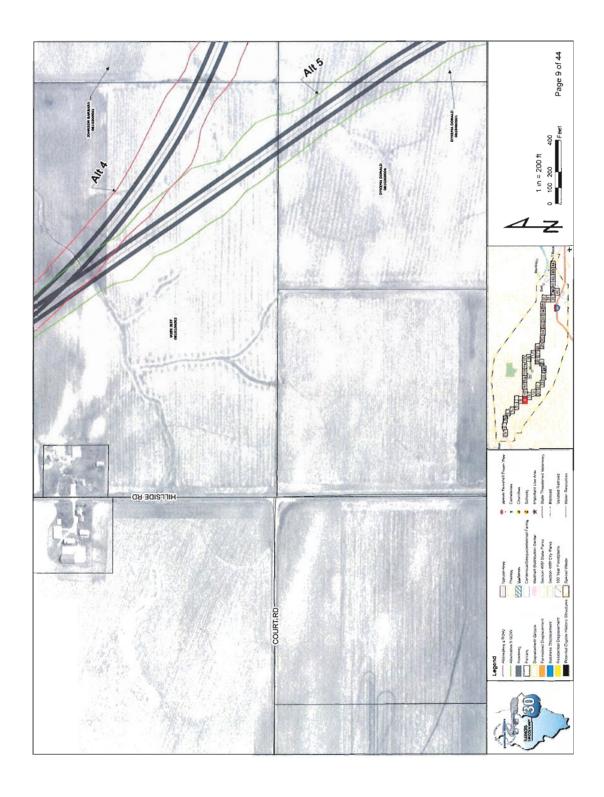


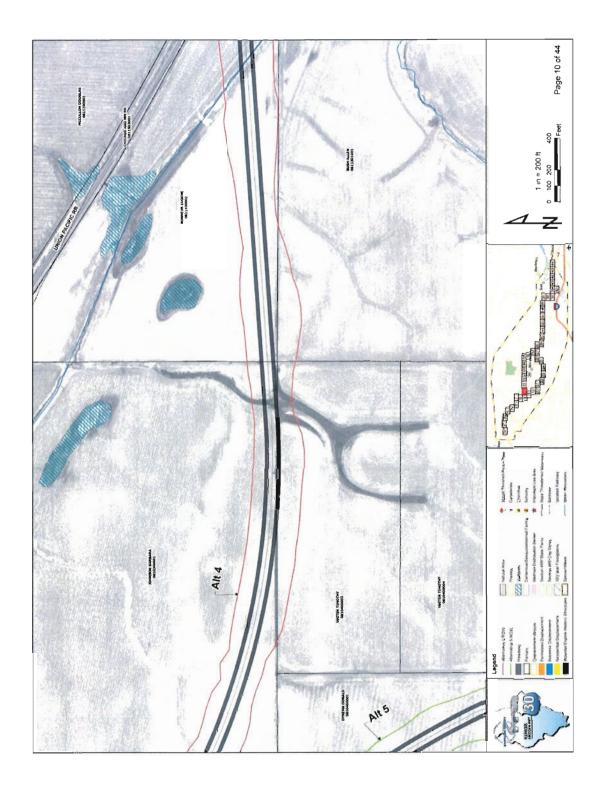


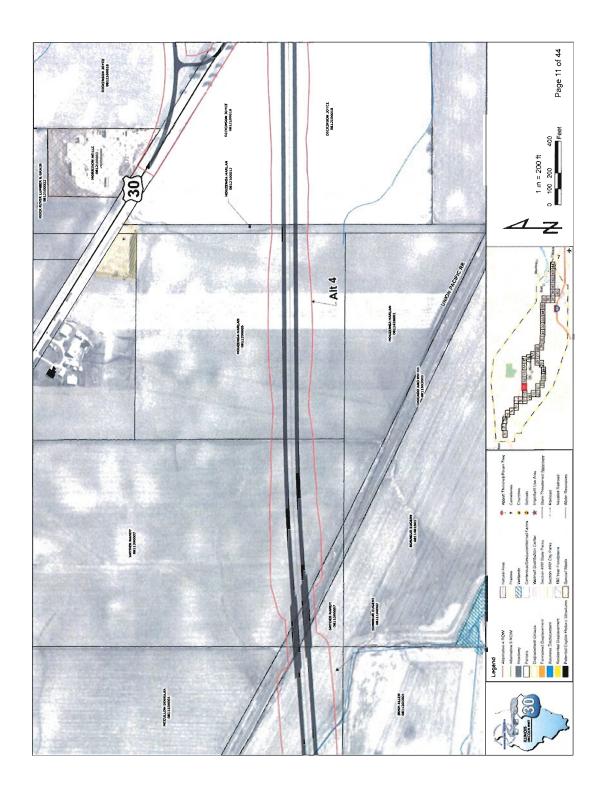


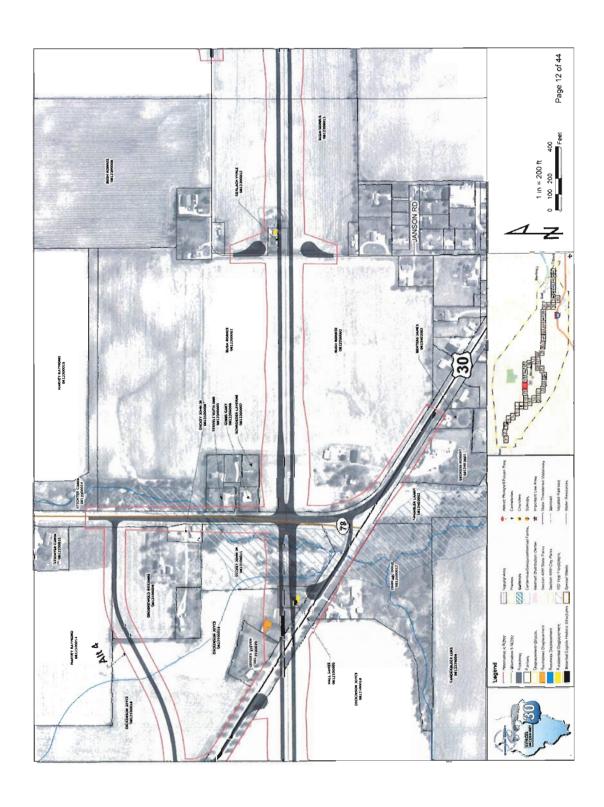


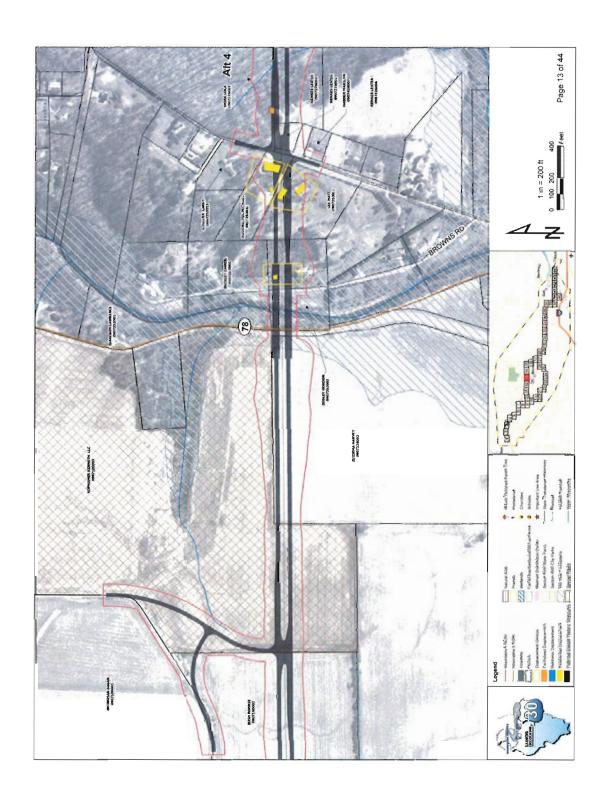


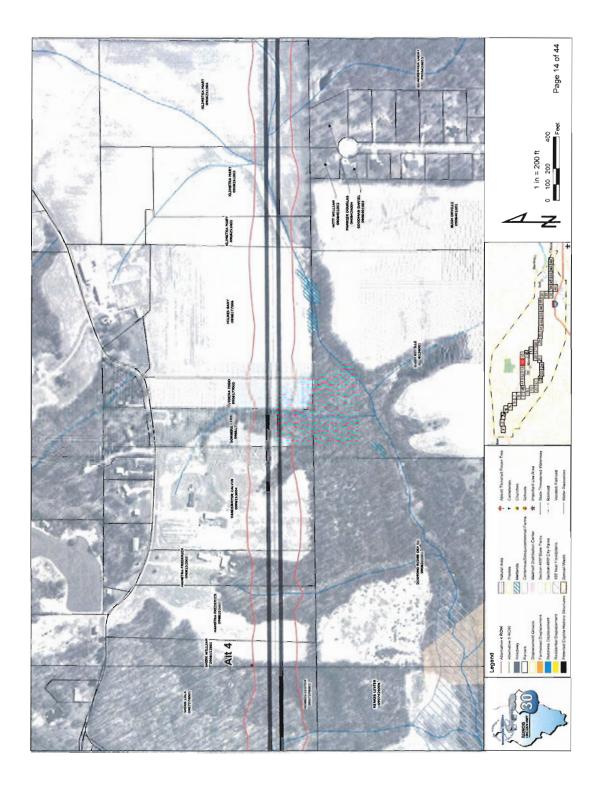


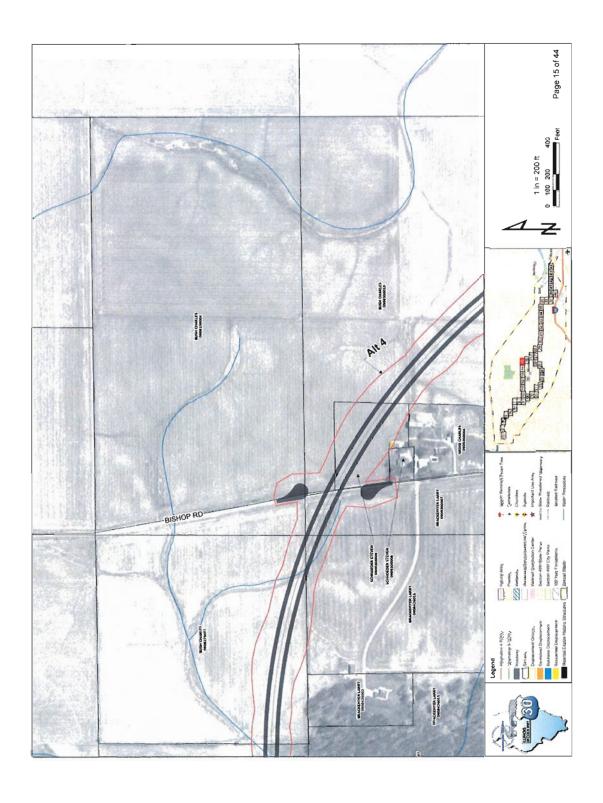


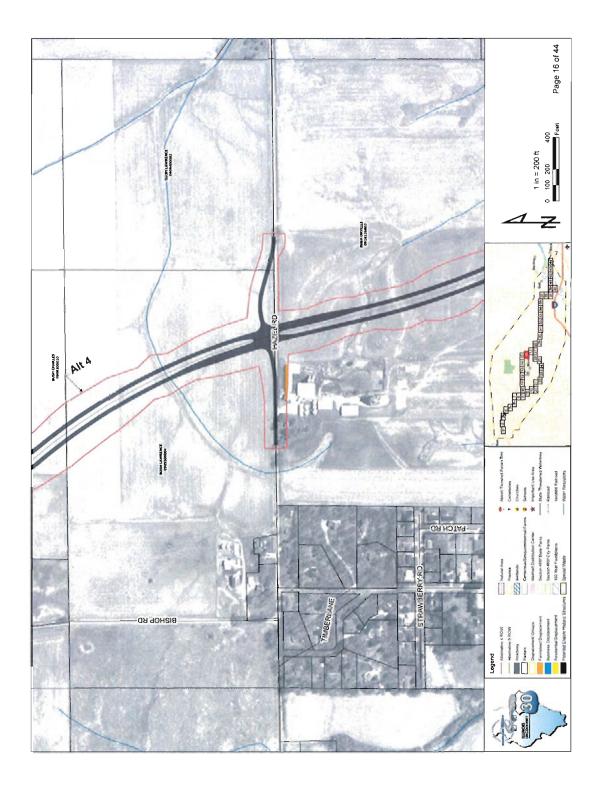


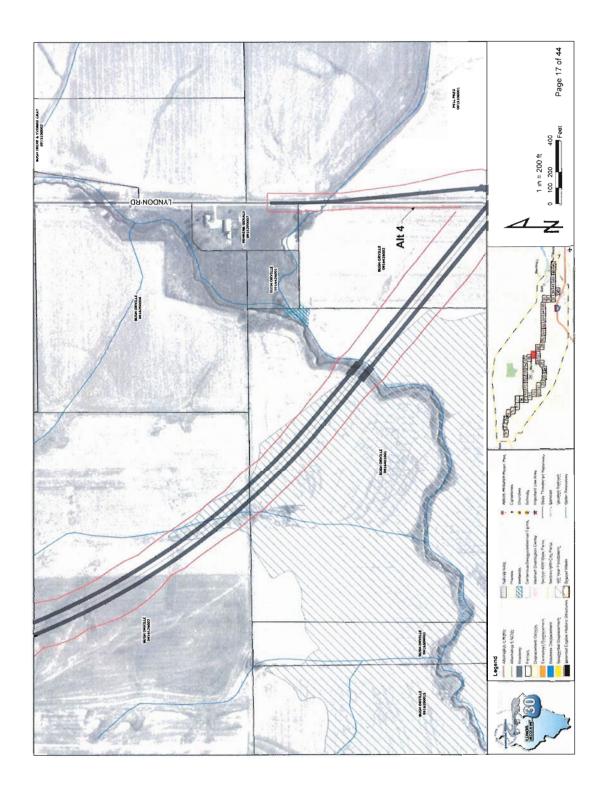


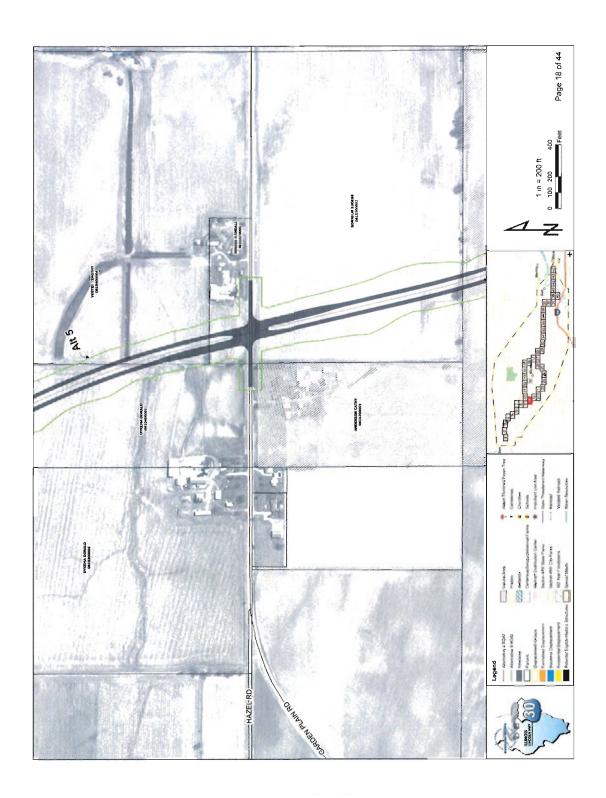


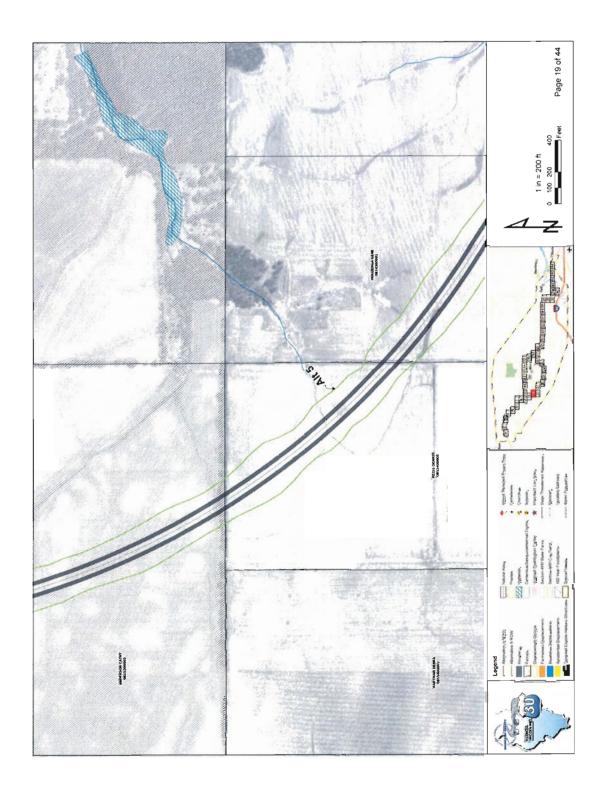


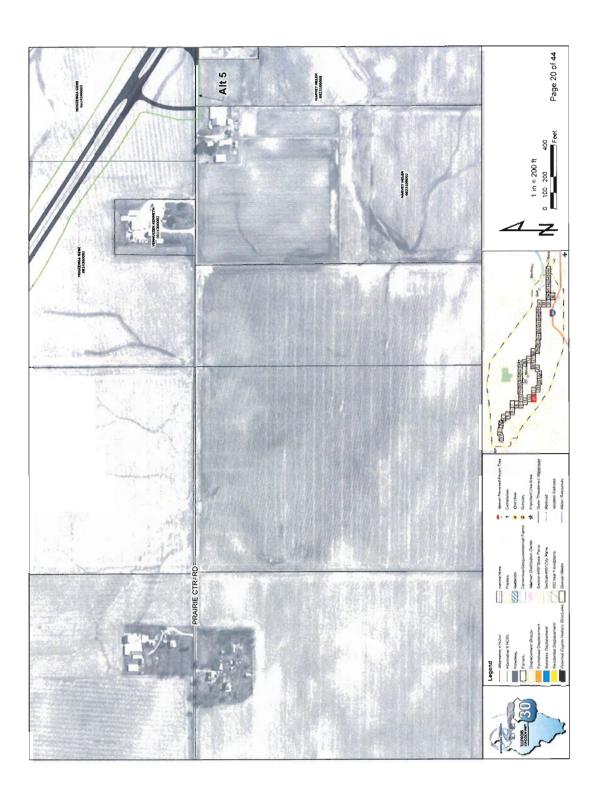


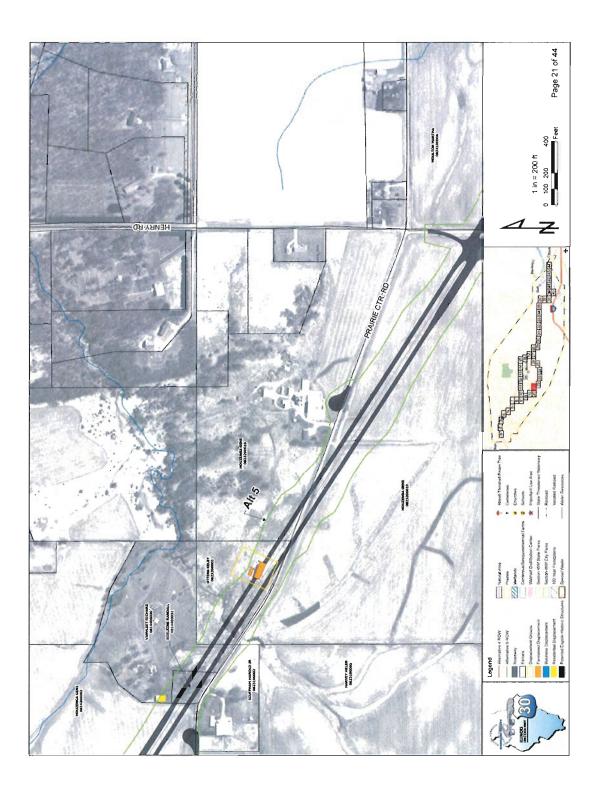


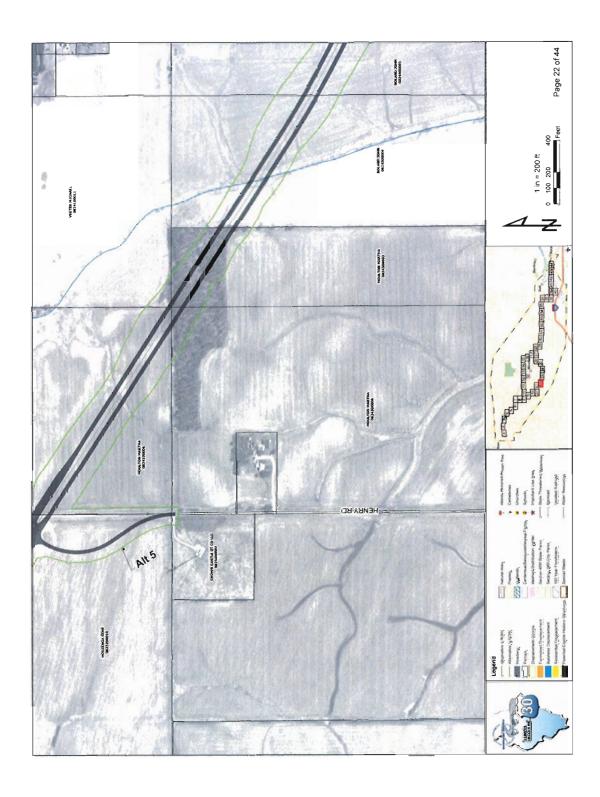


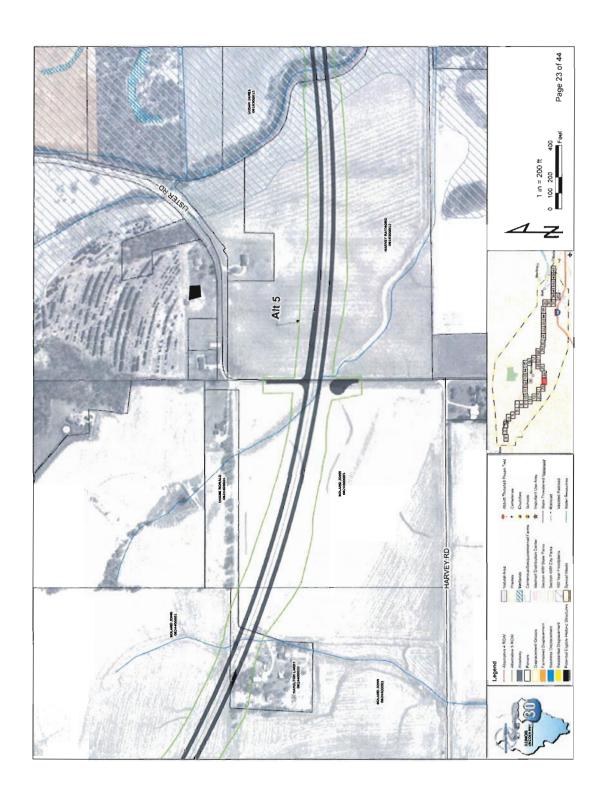


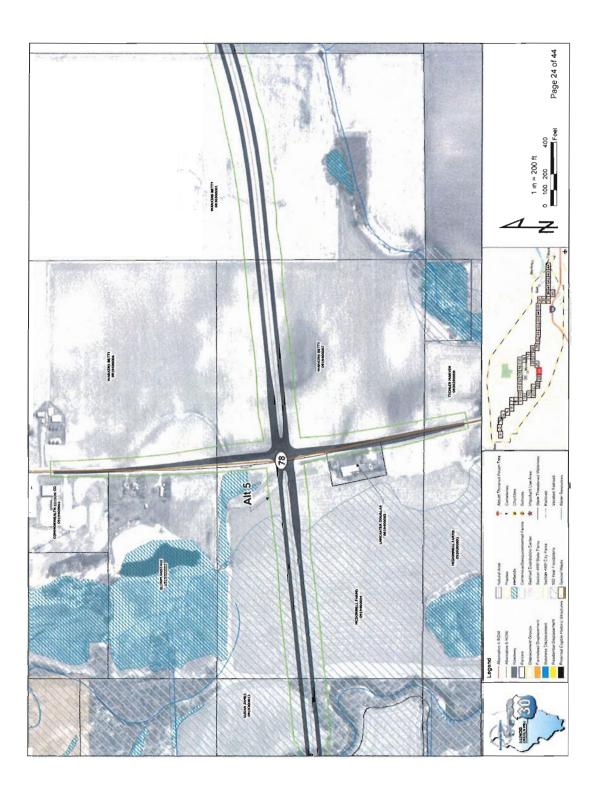


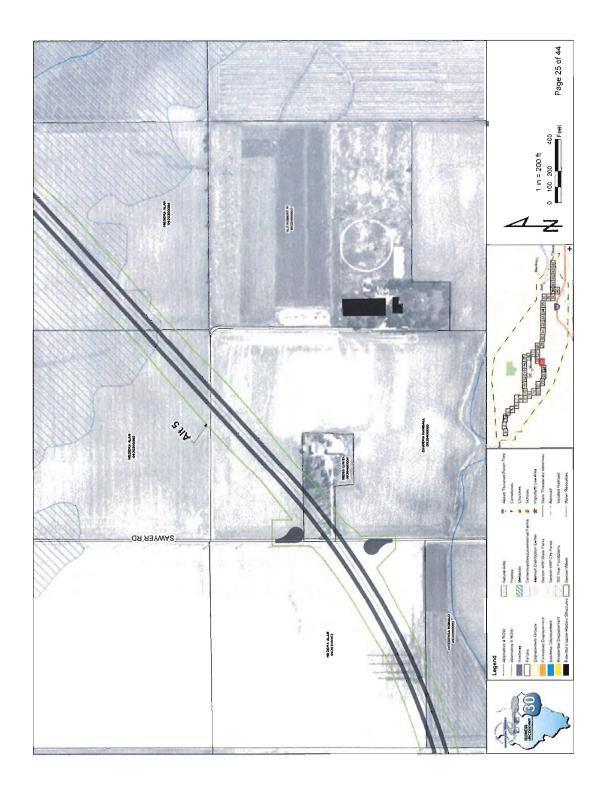


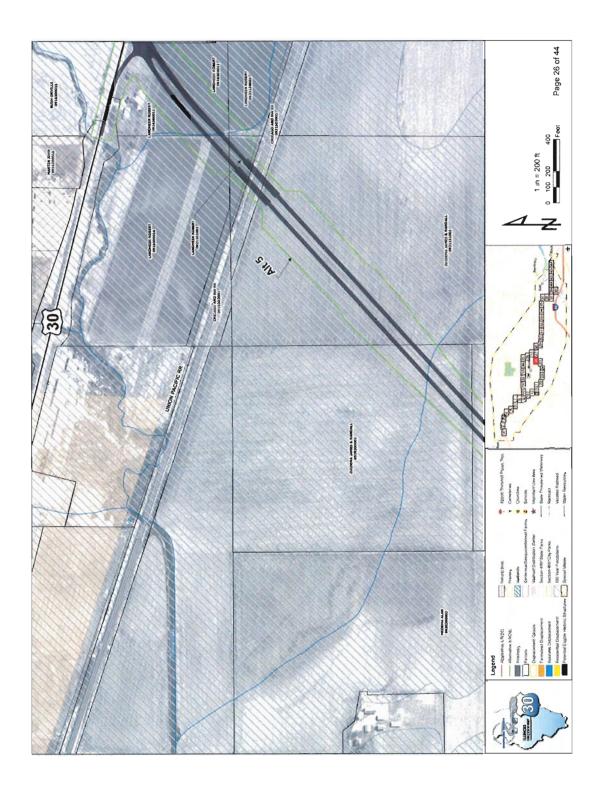


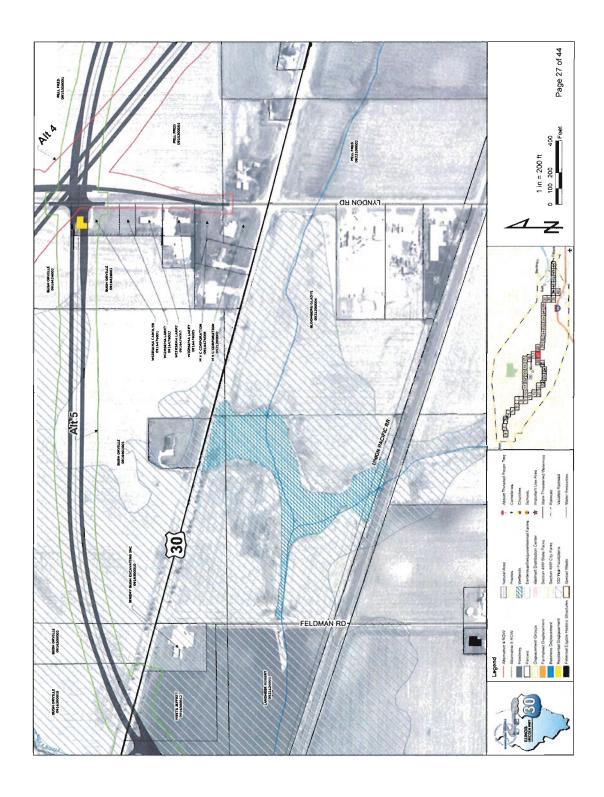


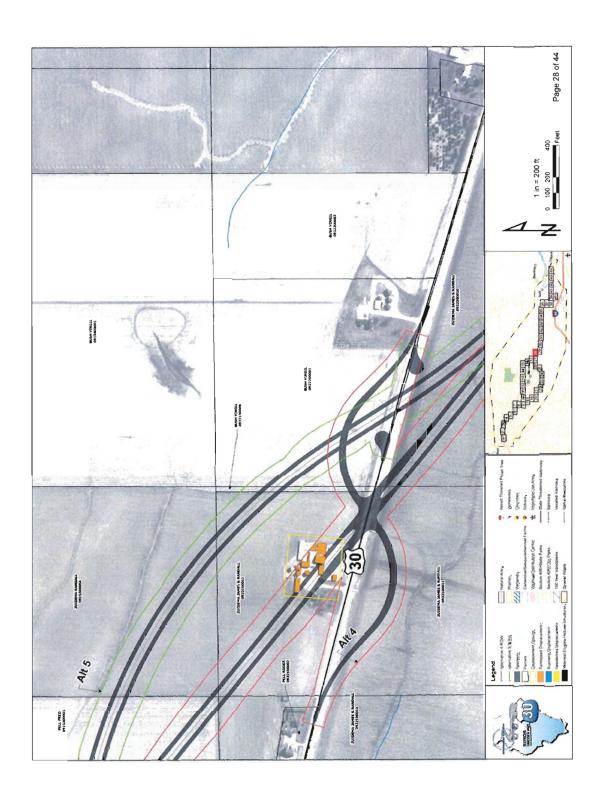


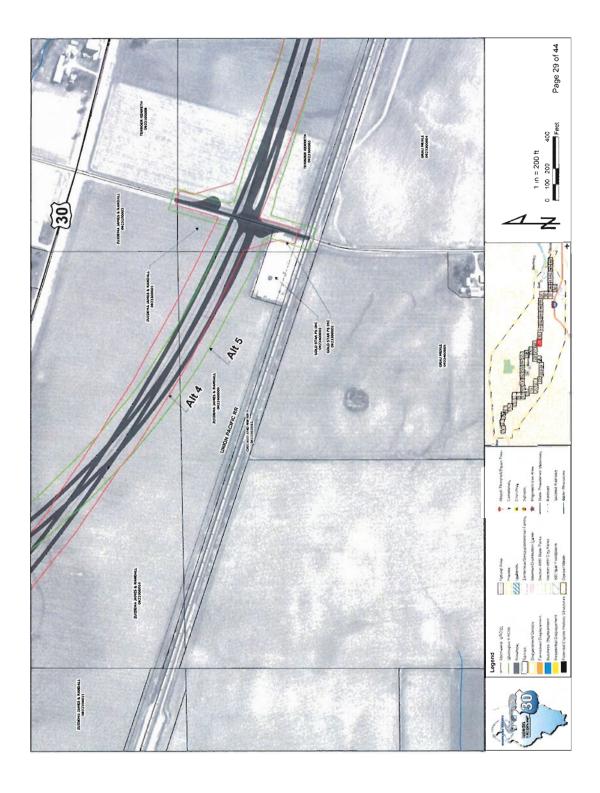


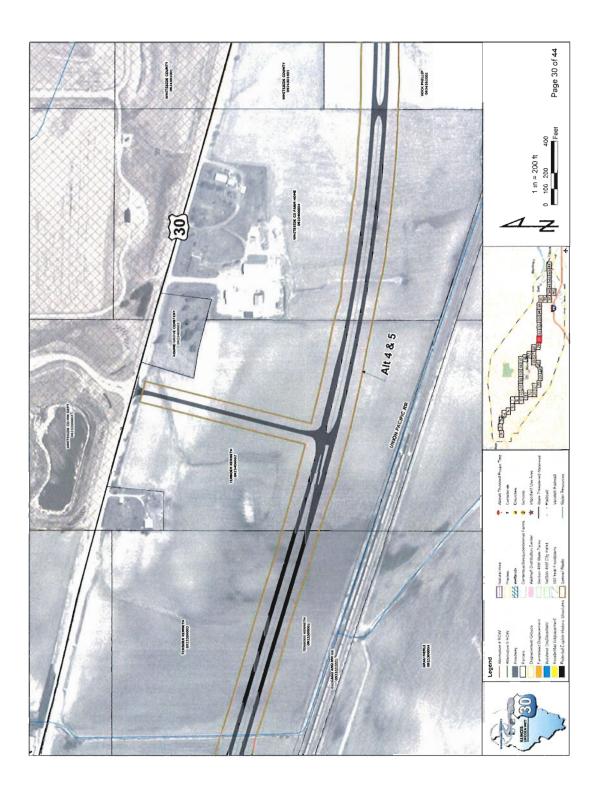


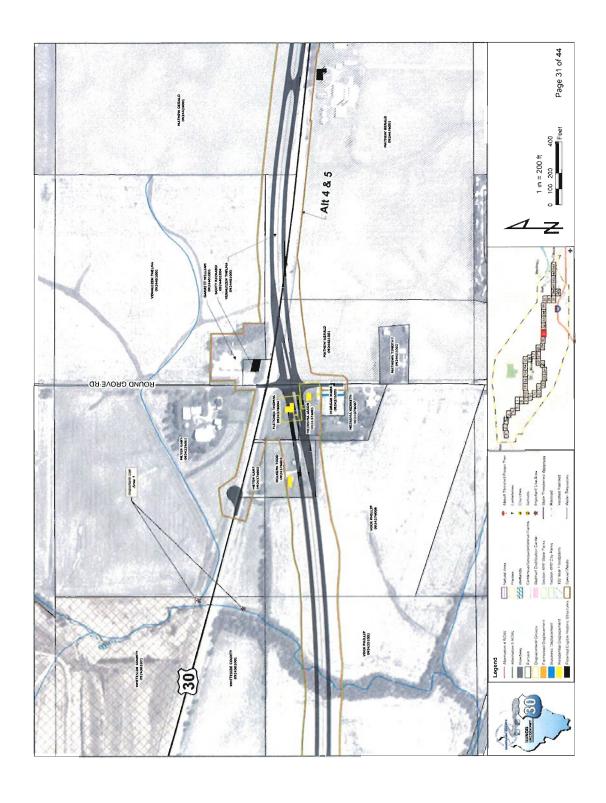


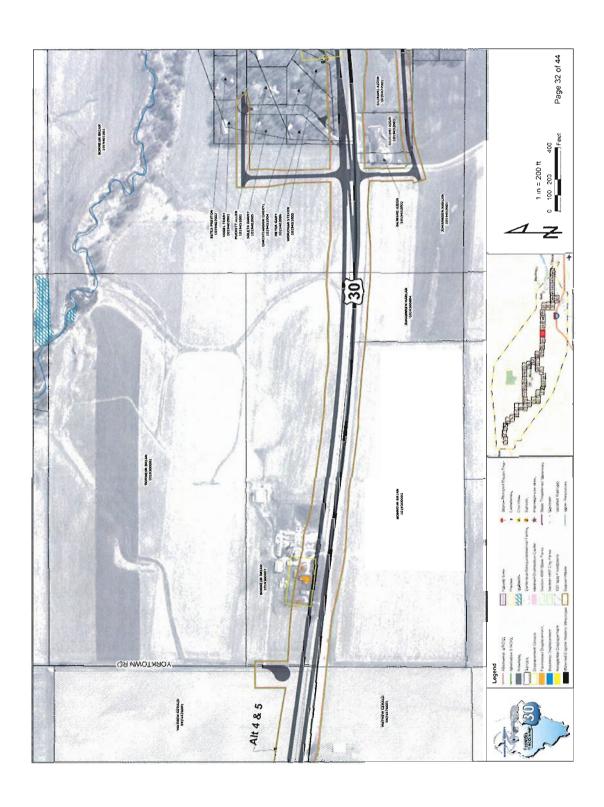


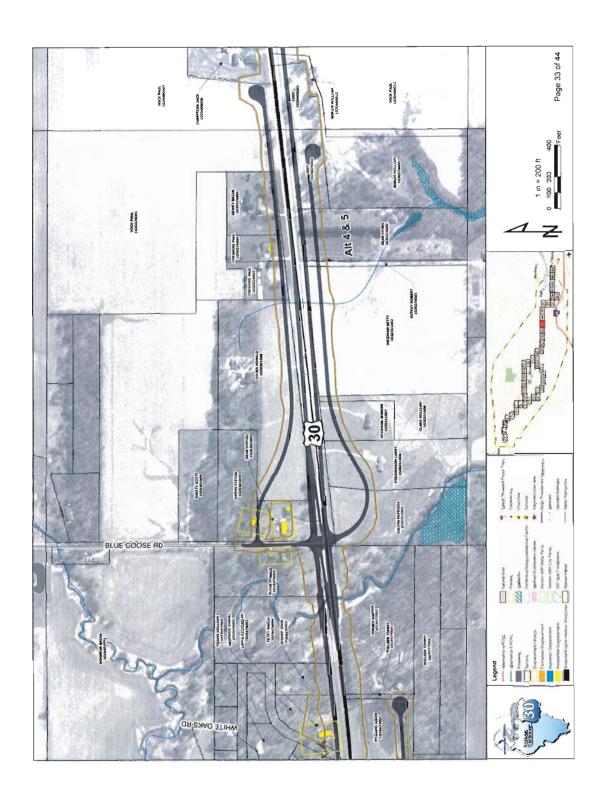


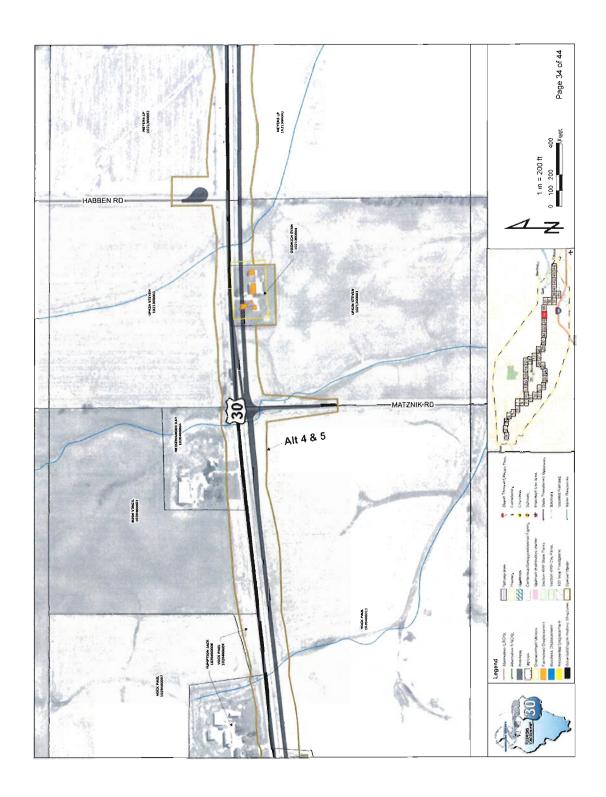


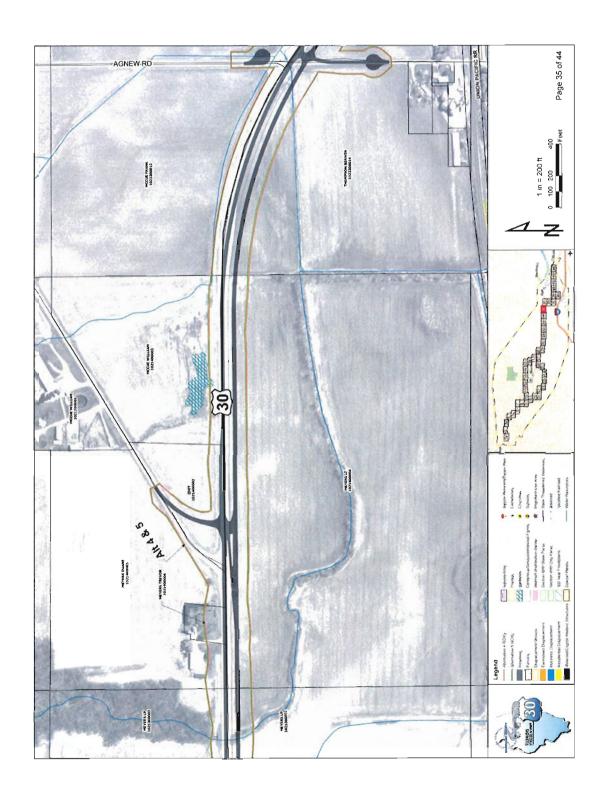


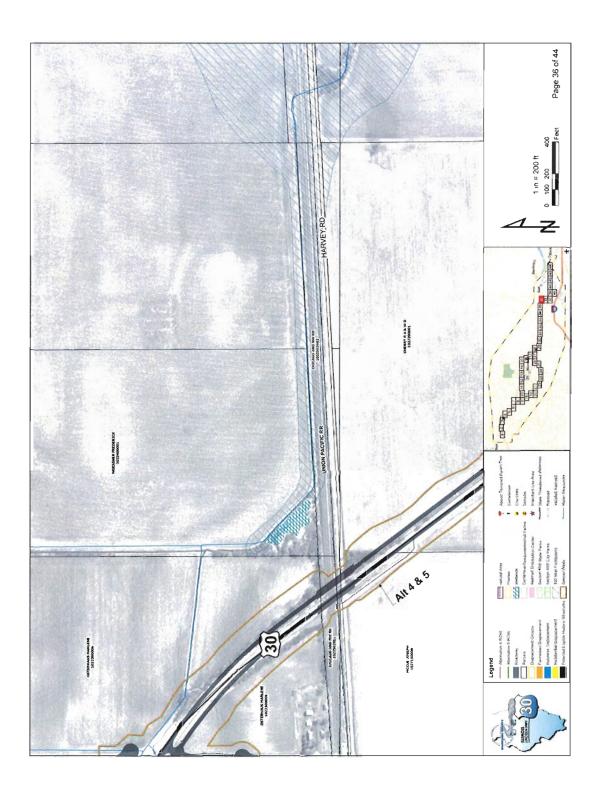


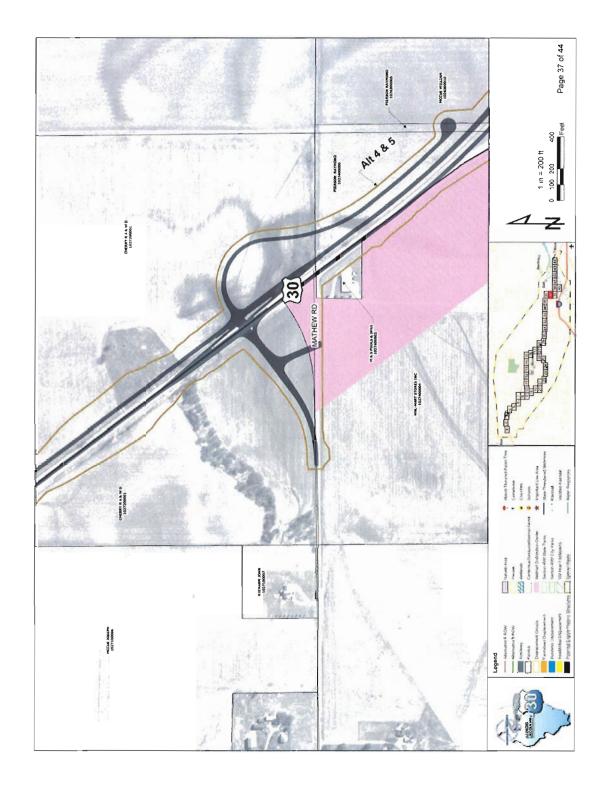


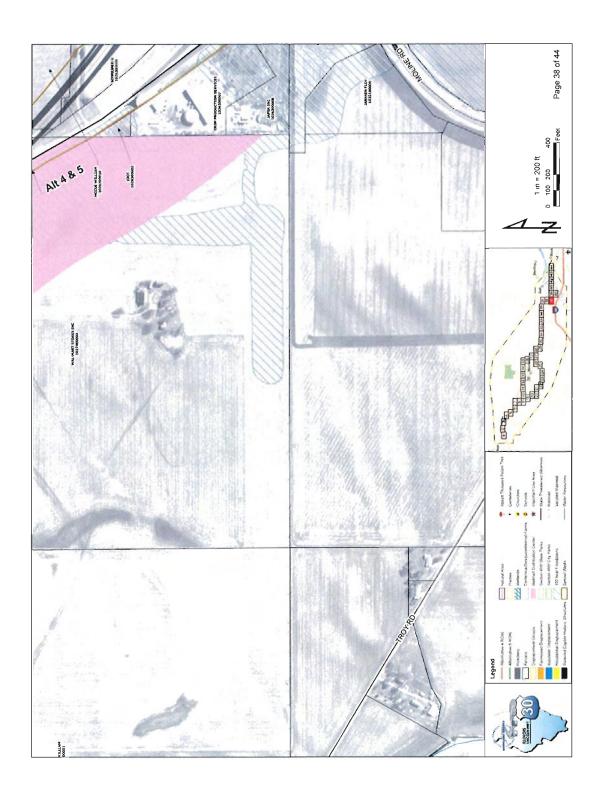


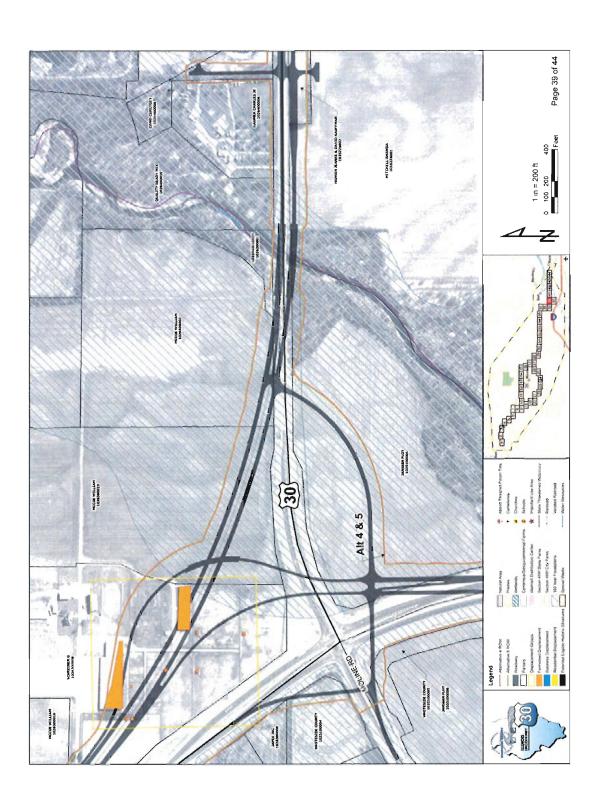


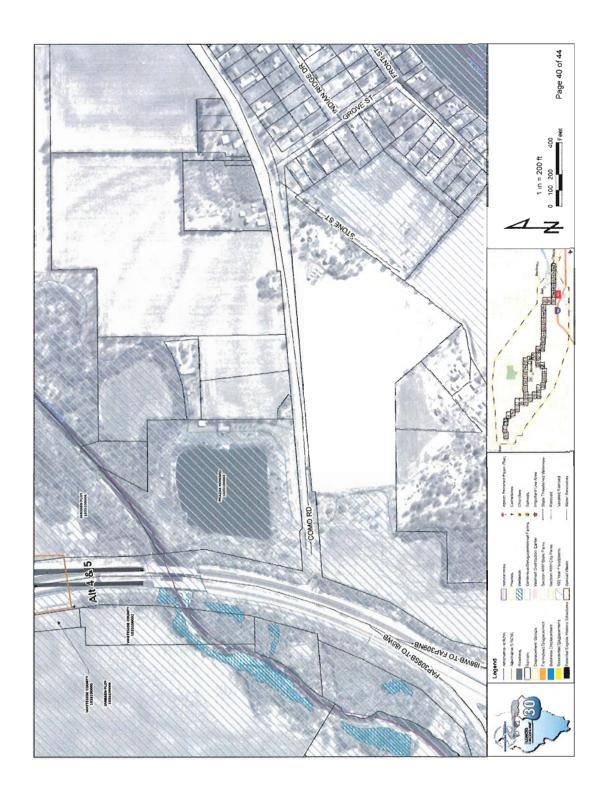


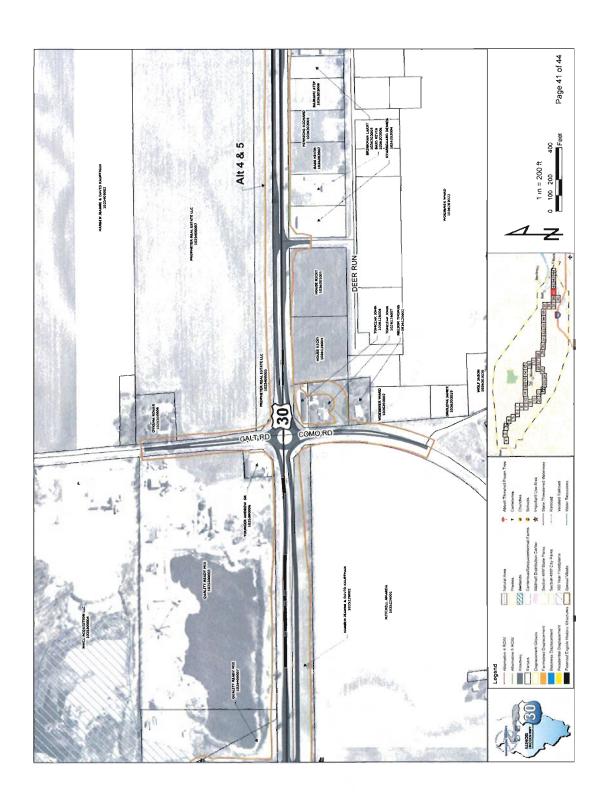


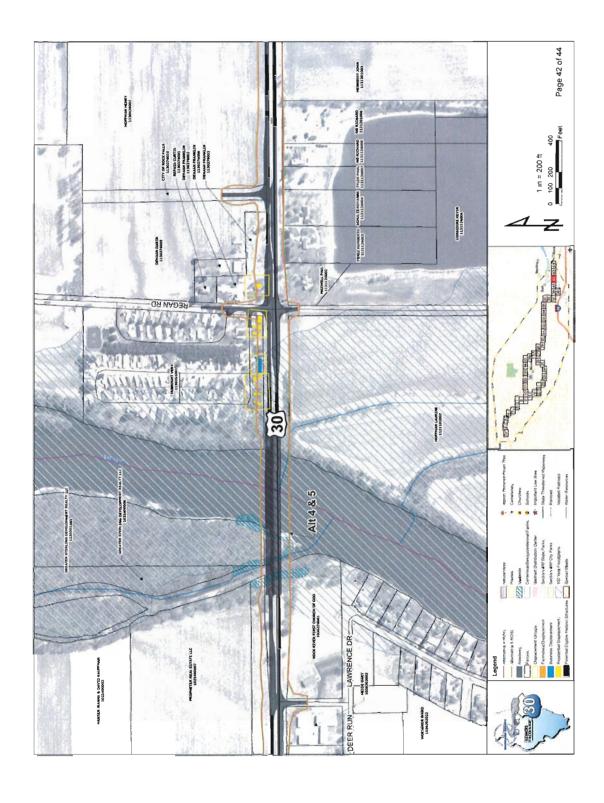


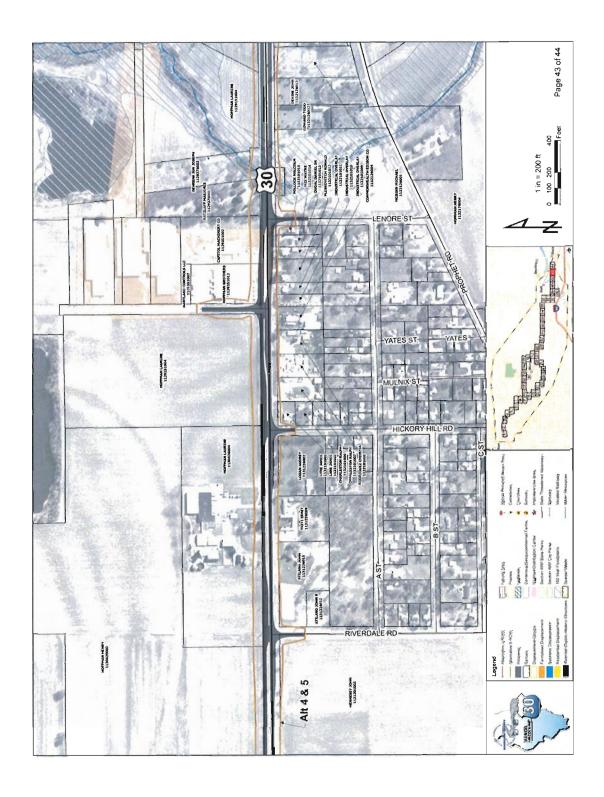


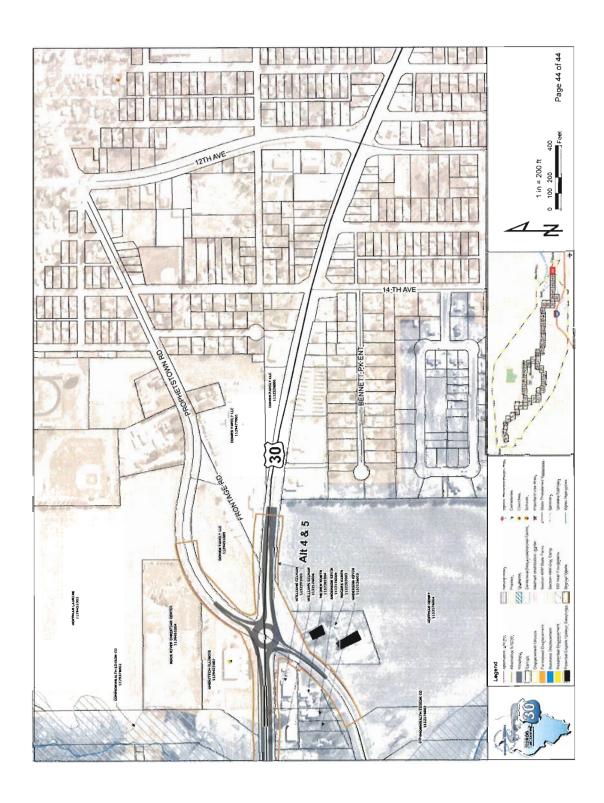












U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



YOUR INPUT MATTERS

Please fill out a comment form or speak with the Court Reporter

All Comments Must Be Received by IDOT No Later than July 29, 2011

Public Hearing Wednesday, June 15, 2011



STATION 9: Court Reporter

Callie S. Fleming Julie K. Edeus Dionne T. Horner Glenda K. McNinch In Totidem Verbis. LLC

Certified Court Reporters P.O. Box 381 Dixon, Illinois 61021

July 8, 2011

Phone:
815/453-2260
Fax:
815/857-2360
E-mail:
office@itvllc.com
Website:
itvllc.com

Ms. Sheila Hudson Hudson & Associates 1204 Washington, Suite 402 St. Louis, MO 63103

RE: Public Hearing

Dear Ms. Hudson:

Enclosed is your transcript of the Public Hearing taken on June 15, 2011 in Morrison, Illinois.

If you have any questions, please do not hesitate to contact us.

Thank you so much!

Sincerely,

ITV

Julie K. Edeus, CSR

Enclosure

JKE

Public Hearing Record Report



Appendix D

Comments and Responses

- Court Reporter Transcriptions
- Public Comment Forms
- Special Interests and Elected Officials
- Web mails
- Illinois Department of Agriculture
- United States Environmental Protection Agency
- United States Department of the Interior
- Illinois Department of Natural Resources



Comment #1: George Benson

to build from 78 -- west of 78 straight south to They could have had They have a couple now, but they streets, but they were wide enough years ago and They'll have to go over two railroads an angle over this 78 south of Morrison, but now to build and power lines, so what are you going And years ago that's 80 should have more and that way it eliminates the they could have had -- got -- got in their head First of all, go about a mile and a half, two miles and made I built roads over in Korea and -- for a year, Therefore, one thing in years to come then we can't help it Morrison has the narrow east to west on Lincoln Highway, but they do 40 years ago There's a golf course and many, of that fill. Okay. I know Route 30 is much in Morrison why don't they have inside the railroad -- I think this project is not slow traffic, the traffic can keep going. George Jenson. but let's go back to Morrison. all that was in them hills. many nice homes in there. MR. BENSON: turning lanes. they can't. foreseen. to do? all

13

Response to Comment #1



.S. Route 30 Environmental Impact Statement and Prese I Design Report. S. Route 30 Project Study Team

U.S. Route 30 Project Study Tea 103 Lanter Court Collinsville, IL 52234-6124 1-866-RQUTE 30 PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 177, 16, 15, 110) PE 1 Whitesele County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 29, 2011

Mr. George Benson 15686 Bunker Hill Rd. Morrison, Illinois 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study confinues.

We have reviewed your comments and our responses are noted below:

 I know Route 30 is east to west on Lincoln Highway, but they do so much in Monison why don't they have inside furning lanes? The construction of a thrae-lane roadway would not satisfy the requirements set forth by the Purpose and Noed Statement for this project. This is evidenced in engineering terms by the inability of the existing roadway to serve the projected future traffic volumes in the erea of this project.

They'll have to go over two railroads to build and power lines, so what are you going to do? It has toon determined Juring the current study phace that construction of the structure over the railroads is feasible. Coordinaton with utilities including electric suppliers and railroads will continue as the project engineering moves forward.



Comment #1: George Benson (cont.)

There will be buses that go from one town It will eliminate a lot of traffic don't need that much farm ground taken away for wide when they were made build the bridge across the Mississippi? Okay. repair the present roads, add on a little more Oh, one other thing I'm against on any to the other a couple times a week. That will One alternative, are they going to therefore we will see -- yeah, I mentioned the to Morrison, they angle down towards Erie and hook into 88 Now we're more traffic and they still have to for that route because we're just small towns bridge that could connect from Erie up to the in between the two lanes. Narrow the median. I know there's a lot of wetland, bridge across the Mississippi, but why don't They can build the -- when they do build the go in big cities and they don't have no but there's wetland anywheres where you go. with all that traffic old people won't have the median. Well, back of these here roads, narrow the map and see. the streets were made inside turning lanes. and therefore they down there. new bridge. be coming. Look on width. cars.

> 16 118 119 21 22 22 22

Response to Comment #1 (cont.)

Mr, George Benson July 29, 2011 One alternative, are they going to build the bridge across the Mississippi?
 They can build the bridge across the Mississippi, but why don't they angle down than The structure on U.S. Route 30 over the Mississippi River is not within the limits of the current project. The project limits for this improvement were identified prior to the Phase I study and were based on the existing traffic needs.

4) One other thing I'm ageinst on any of these here roads, narrow the median. They don't need that much farm ground taken away for in between the two lanes. Narrow the median. The median width that is currently being used for the preliminary design of the proposed roadway is standard for an expressway. If the project reaches the next phase of final design, the median width will be addressed in greater detail; potentially reducing the amount of farm ground required for the new roadway.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.ili.gov/us30/index1.html or contact the project hotine at 1-866-ROUTE30 (1-866-768-8330).

cerely.

U.S. Route 30 Project Study Team



Comment #1: George Benson (cont.)

- down there. I understand every mile that goes
- to this road takes 40 acres of farmland. What
- are we going to do in future years to live on?
- 5 Food will have to be sent in to this country
- instead of we sending beans and corn across.
- Well, another foresight thing to look at future
- is what is the gosh darn government going to do
- with that big prison north of Thomson? Are they
- 10 going to repair all them roads or are they going
- 11 to run all the way from Route 30 up? So as of
- 12 now it's all I can remember of problems that
- 13 will come.



Comment #2: Frances Bishop

MS. BISHOP: Frances Bishop, 20810 White

Oaks Road, Morrison, 61270. We would like

w 5

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copies of the property owners maps Pages 32 and

33 so we can share with the rest of the people

in our subdivision.

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Response to Comment #2



Illinois Department of Transportation Division of Highways Region 2/ District 2 B19 Depot Avenue? Discr. Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT FAP Route 309 (US 30) Section (201-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 12, 2011

Frances Blshop 20810 White Oaks Road Morrison, IL 81270

Dear Ms. Bishop:

Enclosed please find two copies of the property owner map (pages 32 and 33) which you requested at the U.S. 30 Public Hearing that was held on June 15¹.

Thank you for your participation and interest in the project. If you have further questions or concerns about the study, or would like to learn more about the project, please visit the project website at www.cot.ingovius30/index1.thm or contact the project facilities at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Evic S. What's

Eric S. Therkidsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&Prijw41212/sb Enclosuro



Comment #3: Larry Brackemyer

п (MR. BRACKEMYER: Larry E. Brackemyer. I
7	would when they do the bypass I would just as
м	soon they go the south route which was
4,	Alternative
ιυ 	MS. BRACKEMYER: 5.
9	MR. BRACKEMYER: I would sooner see
7	Alternative 5. I think Alternative 4 goes
, 00	through too much housing and the development for
Ø	Morrison, because we're also developers besides
	farmers, we do a subdivision and you're coming
. 11	up against right up against my new
12	subdivision where my plans were some day to keep
13 !	developing that way and that's my feelings. I
14	would sooner see it go Alternative 5.
15	MS. BRACKEMYER: And our homes of the
16	people in our subdivisions are half a million
17	dollar houses and that's a big tax base for the
18	City of Morrison.
19	MR. BRACKEMYER: That's a wooded area
20	where they bought because it's so quiet and to
21	put a four-lane through there where I wanted to

Response to Comment #3



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Illinois Department of Transportation

Division of Highways, Region 2 / District 2 819 Depot Avenue / Dixon, Illnois / 61021-3500-Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Routs 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Williestide County Job Na. P-92-107-77 US 30 from IL 136 to IL 40

July 14, 2011

Mr. Larry E. Brackemyer 16409 Bishop Road Morrison, IL 61270

Doar Mr. Brackemyer:

Thank you for expressing an interest in the U.S. Route 30 Comidor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project etudy continues.

Over the next several months, we will be reviewing all comments received gradient to the two proposed attenmatives, as well as the no-build atternative. This information will assist in further study for the upcoming Final Emironments impect. Statement and Phace i Design Roport for the project. Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thenk you for your participation and interest in the project. If you have further comments or centerns about the study, or would like to been more about the project, website at lattic/ware.did.il.cov/ints/bindcal.latin] or contact the project notine at 1-866-ROUTE30 (1-886-R68-830).

Sincerely,

Sin S. Vralle

Eric S. Thorididson, P.E. Acting Deputy Director of Highways, Region Two Engineer Saptja-0216sts

This is a good meeting. We can

appreciate it.

expand it, that's why. Thanks very much. I

2 2 2 4 2 4 4 5

see everything, so I compliment them on that.



Comment #4: Mr. & Mrs. Brinkman

011	MR. BRINKWAN: William Brinkman, 11879 Yager Road. Well, on this where it's the route
12	split the north and south route, why can't
53	they be joined and go on that north on the
1.4	south so they both go so they don't take out
13	one farm there. That's one comment there. And
7.E	then up by Damen Road they have a cutoff there
1,7	to go to the park which I don't think they
1.8	really need. They can go off of 78 and come in
1.9	the way they've always been coming in off of 78
20	on what is that on Damen Road. That's
21	basically it.
. 77	MS. BRINKMAN: Or they could make an
23	alternative entrance into the state park and go

Sue Brinkman,

78 and go the back way into the state park.

ä

4,

MR. BRINKMAN: That's all we got.

That would make me happy. BRINKMAN: KS.

They can't survive MS. BRINKMAN:

44

Do you have MS. BRINKMAN: It's sad.

anything else?

23 검

Response to Comment #4



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team 103 Lenter Court 103 Lenter Court 103 Lenter Court 105 Lenter 10

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 16, 110) PE 1 Vinitacide County Job No. P-92-407-07 US 30 from IL 136 to 1L 40

July 29, 2011

Mr. & Mrs. William Brinkman 11879 Yager Roed Lyndon, 1L 61261

Dear Mr. & Mrs. Brinkman:

Thank you for expressing an interest in the U.S. Route 30 Conridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) Why cen't the north and south routes where they split be joined to minimize the Impact to the form land in the area? There were a number of engineering, environmental, and sodal factors that wont into the decision of splitting the routes at this location. First, the engineering factors that had to be considered in this area were the terral, feasibility of construction, and geometries (minimizing the curves in the road). Secret, environmental factors such as wellands and potential historic homes were avoided by selecting this sociation, it avoided multiple residential dispersements in this. by

Up by Damen Road they have a cutoff there to go to the park which I don't think they really needed.

from its current Please be aware the park access will not be aftered configuration.



Response to Comment #4 (cont.)

Mr. & Mrs. William Brinkman July 29, 2011 Page 2 Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would fike to learn more about the project, please visit the project website at http://www.doc.ii.gov/uss30/index1.htm] or contact the project hotime at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #5: Orville Bush

Morrison, Illinois. This farm is or this road is going to cut right straight kitty-corner across my farm and it's going to make a lot of confusion for me trying to get across this road with machinery. It's going to cut up my land into little three-quarter pieces. I've farmed here since 1955. I've owned the land. I hate to see it all cut up. I recommend you do not build this road because it's going to be	1
--	---

Response to Comment #5



Illinois Department of Transportation

Division of Highways, Region 2 / District 2 819 Depot Avenue / Discon, lifnois / E1021-3500. Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Routs 309 (U.S. 30) Section (20-1, 17R, 16, 16, 110) PE 1 Witeside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 14, 2011

Mr. Orville Bush 16333 Hazel Road Morrison, IL 61270

Dear Mr. Bush:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build ellemative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed attenuatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that edditional opportunities will be available for you to provide input on this project study as it develops. Your comments are approclated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or connerns solved the study, or would find to be earn more about the project, please visit the project whostle at https://www.doi.il.cov/mx/bins/earl-laing/ contact the project hotine at 1-868-ROUTE30 (1-866-768-6330).

Sincerely,

Ein L. Thulis

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S8P/jw-0213/sb



Comment #6: Suellen Girard

Response to Comment #6



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PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 16, 110) PE 1 Williasho County Job No. P-92-107-07 US 30 from IL 135 to IL 40

July 14, 2011

Dr. Suellen Girard, Superintendent Morrison Community Unit School District #6 643 Genesse Avenue Morrison, IL 61270

Thank you for expressing an interest in the U.S. Route 30 Cornidor project. Your comments regarding your preference of the southern alignment will be taken the confederation by IDOT and the Project Study Group (PSG) as the project study continues. Dear Dr. Girand;

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and inlerest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, or would like to learn more about the project whetele at latticiferare. Add lacovita 3/index1 limit or confact the project hotine at 1-866-ROUTE30 (1-866-766-8330).

Sincerely,

Sie S. Wille

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/jw-0214/sb



Comment #7: Mr. & Mrs. James Hruby

MS. HRUBY: Chris Hruby and I'm opposed to
it. I don't think there's a need for it. I
Н
area r as
t. I e area ar as to our
t. I e area ar as to our hat I ess to
t. I e area ar as to our hat I ess to
de area ar as to our hat I ess to oil iil
t business in the area And then as far as it's very close to our ste water pond that I t as well as access to t a fence that will We'll probably lose so are just negatives.

13

15 16 17 18 20

21

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23 24

MR. HRUBY: The waste water probably is	the main thing because that would be an EPA	issue where you'd have to get another permit	from them to move it.
1	7	m	41

He passed away a year ago,

I just took over.

11 12

S

Response to Comment #7



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team.
U.S. Route 30 Project Study Team.
U.S. Route 30 Project Study Team.
Colinsville, I E 2234-6124
1-866-ROUTE 30

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Writeside County Job No. P-92-107-07 US 30 from IL 136 to IL 40 PROGRAM DEVELOPMENT

July 29, 2011

Mr. & Mrs. James Hruby 9470 Lincoln Rd. Morrison, IL 61270

Dear Mr. & Mrs. Hruby:

Thenk you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"We have a waste water pond that I would be concerned about. We've got a shore that will probably be affected. Well probably tools some right-of-way. The waste water probably is the main thing because that would be an EPA issue whare you'd have to get another permit from them to move it."

IDOT will take into consideration the location of your waste water pond. If the final design of the proposed project does impact it, then the Department will compensate you for your loss through our land acquisition process.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase i Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.li.gov/uss30/index1.htm project holline at 1-866-ROUTE20 (1-386-788-8330).



Comment #7: Mr. & Mrs. James Hruby (cont.)

MS. HRUBY: Yeah, we don't live out here.	MR. HRUBY: So we're traveling two hours	back and forth trying to, you know, get	information. We're just concerned about the	business, trying to keep it going.	MS. HRUBY: And the other concern I have	is just the people that have businesses being	displaced, but more so the residents in the	area. So I think that's it.	MR. HRUBY: That should do it. Thank you.
13	14	15	16	17	18	19	20	21	22

MS. HRUBY: Thanks a lot.

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Comment #8: Douglas A. Pannier

2 m 4 Ŋ w 5 ω Ø١ 10 1 12 13 14

there. Secondly, from a fiscal perspective, the be chosen, if needed, to go south, it makes more tax base subdivision within the City of Morrison Route 78, Route 88 and it would give more access northern route would be the one that is selected χ appeal their taxes given the value of the homes resident at the end of Ridgewood Drive. If the sense logistically from a connection point with base would obviously drop because people would would be less with a four-lane highway sitting believe that in the event that the route would Had I known the northern route would have been home is brand-new, essentially five years old. State of Illinois needs to take care of their MR. PANNIER: Douglas A. Pannier. I'm a it would be within 2 to 400 feet of my home. there. The subdivision I'm in is the highest event that this would go into effect the tax put there I would have never built the house that's new residential construction. In the pensions first, their schools, their social (sic) programs before they should consider spending more money on programs that maybe aren't necessarily as important.

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Response to Comment #8





Illinois Department of Transportation

Division of Highways, Region 2 / District 2 849 Depot Avenue / Dixon, Hijneis / 61021-3600 Telephone 815284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (201, 17R, 16, 16, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 14, 2011

Mr. Douglas A. Pannier 1716 Ridgewood Drive Morrison, IL, 61270

Dear Mr. Pannier.

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study

٠.

Over the next several months, we will be reviewing all comments received agazing the two proposed attentables. This secure is swell as the no-build elternative. This information will essist in further study for the upcomfing Final Environmental Impact Statement and Phasse I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to fearn more about the project, please visit the project, abstile at litted/zew.x.dci_lipex/ts30findcri_littel contact the project hotine at 1-866-ROUTE30 (1-866-766-8530).

Sincerely,

Sie S. V.

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/fw-0216/sb

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23 24



Comment #8: Douglas A. Pannier (cont.)

1	
which	
Center	
Distribution	
Wal-Mart	
new	
the	
to	
7	

obviously a big source of the truck traffic.

Also, I think the quality of life would be

severely impacted. It's a subdivision which I

live that is quiet, rural, residential and

having a lot of truck traffic would add to the

noise as well as take away from the wildlife and

the scenery that's out there. I also believe

the northern route would impact more homes,

would have a bigger impact on the taxes that the 10

City of Morrison and the County would be able to generate because it's a newer section of town 11 12

where the growth is coming from and newer homes 13

generate more taxes and this would be -- this 14

would impact the City as well as the County 15

financially as well as the school district. 16

That's it. Thank you.



Comment #9: Rosemary Rogers

So I'd like MS. ROGERS: Rosemary Rogers.

-- I'd like to have the road north of my

sister's house which is 14278 Robertson Road.

That's it. Rosemary Rogers, 8889 Lincoln Road,

Fulton, Illinois.

Response to Comment #9





Illinois Department of Transportation

Division of Highways / Region 2 / District 2 819-Dapot Avanuo-Libron-Illinois-F61021-3569-Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES, AND PLANS FAP Route 309 (US.30) Saction (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Jub No. P-42-107-07 US 30 from IL 136 to IL 40

July 14, 2011

Ms. Rosemary Rogers 8389 Uncoln Road Fulton, IL 61252

Dear Ms. Rogers:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into confederation by IDOT and the Project Study Group (PSG) as the project. study continues.

Over the next several moretis, we will be reviewing all comments received agarding the two proposed affamratives, are well as the no-build atternative. This Information wall seatest in further study for the upcoming Final Environmental Impact Statement and Phase i Design Report for the project.

Please be aware that additional opportunities will be available for you to provide freut on this project study as it dovelops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your perfoliption and interest in the project. If you have further comments or conterns about the study, or would life to learn more about the project, pease visit the project wheelth at throughterm, deal, and would like project hotime at 1-866-ROUTE30 (1-896-766-8330).

Sinceraly,

Ein S. Therlie

Erio S. Thorklidsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

\$8P/jjw-0217/ab



Comment #10: Larry Russell

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Well, as a community leader many The safety and environmental impacts of From of us are very concerned that a no-build option appreciate the opportunity to add these comments only increase in the months ahead with expanding college campuses at each end of the corridor and the current two-lane roadway cannot resolve this Fuel consumption will The potential for hazardous cargo and I submit this as Larry Russell, the mayor of a major rail port complex under construction in support received at both the federal and state Design modifications to current -- to From the rate on the subject stretch of Highway 30 will more than offset by increasing deterioration of standpoint of safety first, the high incident historic district is significant. Air quality An environmental impact of increased truck traffic through Morrison's consequences of releases adjacent to downtown My name is Larry Russell, increase with longer waits at stoplights and a priority standpoint, at the very minimum a impacts on farmland with a bypass are -- are and noise levels in that restricted corridor still remains an option given the amount of businesses and residences are more severe. bypass of Morrison, preferably the southern route should receive highest priority. The Morrison and wasted fuel and hazards for motorists, pedestrians and bicycles. I no-build approach are significant. releases increases with congestion. will deteriorate further. growing safety issue. MR. RUSSELL: R-U-S-S-E-L-L. side streets. Clinton. levels.

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11 12 13 14 15 16 17 18 13 20

Response to Comment #10



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team 103 Lanter Court 103 Lanter Court Colins II. 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County

June 29, 2011

Job Na. P-92-107-07 US 30 from IL 136 to IL 40

Honorable Larry Russell Mayor, City of Fulton 415 11th Avenue Fulton, IL 61252

Dear Mayor Russell:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study

We have reviewed your comments and our responses are noted below:

"Many community leaders in Fulton are very concerned that a 'no-build' option staff renains an option given the amount of support received at both the Federal and State levels."

Although the no-build alternative might not seem reasonable, it must be included in the Environmental impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build atternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric, improvements may be required depending on traffic needs and

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.



Comment #10: Larry Russell (cont.)

- 1 the City of Fulton on the west end of this
- 2 project.

Response to Comment #10 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.doi.ii.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #11: James Scott

12	James Scott, 600 E
13	Drive, Morrison, illinois, 61270. My major
14	concerns are the flooding along Rock Creek. I
15	live on the south side of Morrison along the
16	creek. We've had two 500-year floods in the 20
17	years I've lived there. I've lost finished
18	basements in 1997 with the 500-year flood and
19	2002 with the 500-year flood. My concern is if
20	we go on a southern route with this it's just
21	going to build another dam along Rock Creek and
22	create more water hazard for those of us living
23	along the creek and the businesses along the
24	creek in Morrison.

Response to Comment #11



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team OS Lanter Court Court Court Court Court Court Court State February 1. 8224-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 29, 2011

Mr. James Scott 600 Hickory Hills Drive Morrison, Illinois 61270

Dear Mr. Scott:

Thank you for expressing an interest in the U.S. Roule 30 Conridor project. Your comments and Input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"My concern is if we go un a southern route with this it's just gaing to build another dom along Rock Creek and create more water hazard for those of us living along the creek and the bushesses along the creek in Morrison."

In creating the proposed alignments, there were many engineering and environmental issues considered to meet both State and Federal guidelines. Any improvement proposed for U.S. Route 30 will require an analysis of water flow to be completed to determine and prevent additional flooding impacts due to new construction.

Over the next few months, we will be raviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it davelops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.



Response to Comment #11 (cont.)

Mr. James Scott July 29, 2011 Page 2 Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #12: Louis & Kathy Sedig

8 6	MR. SEDIG: Louis Sedig. Well, I guess on
ΓÀ	the south route the road passes directly right
20	through our pasture and our property. It misses
21	the buildings.
22	MS. SEDIG: 4 acres, it takes at least 2,

22 MS. SEDIG: 4 acres, it takes at least 2, 23 2 and a half.

it almost

the question is

And

MR. SEDIG:

24

seems like uncanny how it just goes right for

2 W 4 W 0

our property. I understand that these guys got constraints too and I don't know all the constraints, you know, but why couldn't the road just be shifted 500 feet and miss us altogether.

The concern is that, you know, this road might not come to be for quite a number of years. We

not come to be for quite a number of years. We might want to sell the property and you know,
with that route impending there right through
the property we'll never be able to sell

perhaps, you know and get a good market value

out of it and so, you know, we would like

closure on that so that we can, you know, kind

of think of our future with some bit of

certainty as much as that is possible.

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Response to Comment #12



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Roule 30 Project Study Team

103 Lenter Court Colinsville, IL 62234-6124 1-866-ROUTE 30 PROGRAM DEVELOPMENT STLDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from It. 136 to It. 40

July 29, 2011

Louls & Kathy Sedig 14366 Sawyer Rd. Morrison, IL 61270

Dear Mr. & Mrs. Sedig:

Thank you for expressing an interest In the U.S. Route 30 Comidor project. Your comments and input are an Important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"i gruess on the south route the road passes directly right through our pasture and property. Why couldn't the road just be shifted 500 feet and miss us altogether."

The information procented regarding your property has been reviewed by the study learn and will be further evaluated if Alternative 5 is selected as the preferred alignment for the U.S. Roule 30 improvement.

Over the noxt few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

incerely,



Comment #13: Mary Snoke

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Response to Comment #13



U.S. Route 30 Environmental Impact Stafement and Phase I Design Report U.S. Route 30 Project Study Team 103 Lantar Court Court Collisallar (B. 162234-6124 1-866-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 29, 2011

Ms. Mary Snoke 14163 Damen Road Morrison, 1L 81270

Dear Ms. Snoke:

Thank you for expressing an interest in the U.S. Roule 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study

We have reviewed your comments and our responses are noted below:

"They can make a new rood and come in and kind of direct access to the park. The roads are so winding going into the park the way it is that it's kind of a traffic hazard."

Please be aware the park access will not be altered from its current configuration. Over the next few months, we will be reviewing all comments received regarding the byte proposed elemetries, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental impact Statement and Phase I Dosign Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.htm or contact the project hotine at 1-868-ROUTE30 (1-868-768-8330).

Sincerely,



Comment #13: Mary Snoke (cont.)

MS. SNOKE: NO.

13



Comment #14: David Stoudt

Response to Comment #14



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FILE COPY

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Roule 308 (1/3 30) Section (20-1, 17%, 16, 15, 110) PE 1 Witteside County Job No. P-92-107-07 US 30 from IL 135 to IL 40

June 24, 2011

Devid J. Stoudt 14749 Norrich Road Morricon, IL. 61270

Deer Mr. Stoudt

Thank you for expressing an inlerest in the U.S. Route 30 Cornidor project. Your comments and input are an important element of the project study. They will be taken into carakferation by IDOT and the Project Study Group (FSG) as the project study continuous.

Over the next sevoral months, we will be reviewing all comments received regarding the two proposed allomatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities with he available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your particleation and interest in the project. If you have further comments of concerns about the select, or would fish to be un mara about the project pease visit the project website at ittus/waxw.doi.ii.covies/biodest.i.himj or contact the project hottine at 1-866-ROUTESO (1-266-769-8330).

Sincerely,

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways. Region Two Englineer

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Comment #15: John Stoudt

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οĘ crossings and allowing emergency vehicles and so alongside of the expressway would probably be a people are not accustomed to looking for -- you we still at least -- and by the way, I've heard railroad tracks from downtown Morrison to south Very little apparently. But enough effort, was made I'm sure that you could know, down the road 50 years or something like So I don't know what IDOT can do for us a number of people make the same comment that, I'm retired and I'm not going to do it, but if stir the people into doing something about it. something on the order of 40 million probably, forth to go from north to south and a variety if it -- if there were enough effort made and train tracks running right through Morrison, And of course, running the tracks in places gee, it would be nice if we didn't have the John Stoudt, S-T-O-U-D-T, but it would be a long term investment and move the -- south of Morrison thus eliminating many moving those tracks would probably cost think it would be a great idea to other related kind of advantages. I still think in that respect. 504 Maple Avenue. JOHN STOUDT: that. S 7 ω σ 10 11 12 13 15 16 17 1,8 19 20 21 22 23 N m 4 9 14

Response to Comment #15





Illinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Teleprione 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Seaton (20-1, 17R, 18, 15, 110) PE 1 Witkside Courty Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 14, 2011

Morrison, IL 61270 Mr. John Stoudt 504 Maple

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project chudy. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study confinues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This Information will assist in further study for the upcoming Firal Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide Input on this project study as it develops. Your comments are appreciated and wo will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project ploase visit the project website at http://www.dox.ii.gov/as30/indext.htm] or contact the project holline at 1-896-ROUTE30 (1-866-7788-8330).

Sincerely,

Lin L. When

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&Pijjw-0218/ab



Comment #15: John Stoudt (cont.)

good idea. Well, this is going nowhere, but

every time you're here I usually do this. I

have pretty much the same speech. And anyway,

thank you for listening.



Comment #16: Violet Stoudt

the deer and coyote be in incredible danger with frequently. If the northern route was chosen it if the northern route was chosen it would not be beneficial or effective. If the northern route The deer and coyote that live in the was to go on the northern route it would change would dramatically change my life and the life neighborhood which is -- a large portion of it is covered by forest area which is filled with will grow up in dramatically. Not only would coming or leaving that forest. If the highway area often travel through our property either the increase in traffic and also losing huge portions of their habitat as would the large I've grown up in and where my younger sister the atmosphere of the area and property that of my family and also the lives of all the animals in the area. I would like for the amount of bird and the owls that we hear were chosen it would cut through our southern route to be chosen instead wildlife.

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Response to Comment #16



MS. STOUDT: Violet Stoudt. I feel that

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Ilinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Llinois / 61021-3500 Tolopixone 815284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Routs 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Witeside County Job No. P-92-107-07 US 30 from II, 136 to IL 40

Juno 23, 2011

Violet Stoudt 14749 Norrish Road Morrison, IL 61270

Dear Ms. Stoudt;

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your continents and input are at important clement of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSGs) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as wall as the no-build allernative. This information will assist in further study for the upcoming Final Environmental Impect Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to prouds input on this project study as it develops. Your commonts are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website of <u>kip./kwaw.doi.il.gov/us30/indext.</u>html or contact the project holling at 1-856-ROUTE30 (1-868-788-8339).

Sincerely,

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways. Reglon Two Engibeer

S&P/jrw-0189/sb



Comment #17: Lois Workman

ч	MS. WORKMAN: Lois Workman, 20862 White
63	Oaks Road, Morrison, Illinois, 61270. Well, my
ศ	concern is I am a 76-year-old widow. We built
4	our house in 1976 and I am afraid my property
Ŋ	value is really going to be going down beings
τρ	that this proposed road is going in and I am,
1	like I said, thinking of selling and moving into
00	Sterling, so I just am wondering what this is
ഗ	going to do to the property values. What else
10	what else would I I mean, I I don't
11	know what else to say. I am just afraid I'm
12	going to have a four-lane highway underneath my
13	bedroom window. In fact, they're taking my
14	neighbor's house, so what's that going to do
15	also to my value of my house. Okay, Thank you.

Response to Comment #17



Illinois Department of Transportation

Division of Highways "Region 2 / District 2 819 Depot Avenue / Dixon, Illnois / 61021-3600 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS STUDIES AND PLANS Section (20-1, 17R, 16, 16, 110) PE 1 Whiteside County Job No. P-82-107-07 US 30 from It, 136 to It. 40

July 29, 2011

Ms. Lofs Workman 20862 White Oaks Road Morrison, IL 61270

Dear Ms. Workman:

Thank yer for expressing an interest in the U.S. Route 30 Comidor project. Your excriminants and important element of the project study. They will be taken this consideration by IDOT and the Project Study Group (PSG) as the project. study continues. Over the next several months, we will be reviewing all commonts received regarding the two proposed altomatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please will the project website at https://www.dot.il.gov/ms3d/mcox1.html ontiact the project hotine at 1-888-ROUTE30 (1-866-768-635f).

Sie S. Waler

Eric S. Therlâdsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

SAP/jw.0227/te



Comment #18: Bill Abbott

**The Illinois Department of Transportation (1007) Would title to Hear From You Workson, Minors - Worthwester, June 15, 2011 **Acreson, Minors - Worthwester, June 15, 2011 **Marrison, Minors - Worthwester, June 15, 2012 **Marrison		30	11 CH		6/252	36000				E NO-BUILD	4	The sporting		ations are dille.	a one Groote	on sun feran	0 4 gan 4					
	. "The Illinois Department of Transportation (1007) Would Like to Hear From You	8.3	\$ 17.60	6267 ANROSE		15 > 589. 2434	Tring	Chack one or morp if applicable: —Homodwnsd Ffammarfsom Land Owner □ Business Owner □ Developer □ Other	Would you like to remain on our maling list? Effect ONe Would you like us to reacond to your comments? Offeet ONe	WHAT THE YOUR COMMENTS REGRADING THE TWO PROPUSED BLYERNATUES AND THE NO-BUILD ALTERDATUE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.	wedy Grang how down a groot get of Little of	of the Markening Esteryane with	good the sante grate areas of There winds	he there contro was team being the felling to from the	pourales and free atto that I want to be the	of estimated 24 to alm the consent Borne de	is Color of the color of the former of the former			1.4	Z	

Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #18



FILE COPY

PRGRAM DEVELOPMENT STUDIES AND PLANS FAP Reutic 339 (US 30) Section (20-1, 17R, 16, 16, 110) PE 1 Witesasic Courty Jub No. P-92-107-07 US 30 from IL 136 to IL 40

June 23, 2011

Bill Abbott 6267 Pennose Road Fulton, IL 61252

Dear Mr. Abbott:

Thank you for expressing an interest in the U.S. Route 30 Contdor project. Your common's and input are an important clement of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments reached regarding the two proposed attendables, sewed as the no-build alternative. Trits information will assist in further study for the upcoming Final Environmental impact Statement and Prass I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it devalops. Your commonts are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or conneans about the study, or would tive to fearn more about the project wabsite at http://www.doi.ii.gov/us30/indexLiltiml or confact the project holline at 1-366-ROUTE30 (1-856-768-8330).

Sincerely,

Eric S, Therkidsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

SXP/gw-0191/sb



Comment #19: Frank Belt

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Comments must be received by Friday, July 29, 2011.

Your comments are greatly oppreciated:

Response to Comment #19

No Response Required



Comment #20: Eric Benson

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The Dilinais Department of Transportation (1907) Would Like to Hear from You Morrison, Hinoris Wichnesday, June 15, 2011 PLEASE PRINT ALL INFORMATION (Committee may take to complete dealto at http://www.codi.igovErmid.esp?item=51) 10 44	MADICISED IL. (R(5) 775-3609	MANOR NO INC.	WHEN THE YOUR COMMENTS REGRESSION THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVES PLEASE PROVIDE ANY ABDITIONAL COMMENTS. \$\frac{1}{7}\rho_{\infty} \in \frac{1}{7}\rho_{\infty} \infty \frac{1}{7}\rho_{\infty}	1.) Shortage of seine tacom ground we should to the out our food Lapt, it is in particle to national security. 2.) Stortage of Funds for his lain anow voad. We should not mise to be stored in while bother a final	3) Degative estrator business in Marson de the Other tressur estrar to a gazzitatur	

Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated:

Response to Comment #20



Illinois Department of Transportation

Division of Highways / Rogion 2 / District 2 819 Depot Avenue / Dison, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS STUDIES AND PLANS Section (20-1, 17R, 16, 16, 110) PE 1 Whitside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 29, 2011

12044 Sawyer Road Morrison, IL 61270 Eric Benson

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Comidor project. Your comments regarding preference of the no-build attenative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues. Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcorning Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at https://www.dox.ii.gov/nx30/index1.html or contact the project hotine at 1-866-ROUTE30 (1-868-768-8330).

Sincerety,

Eric S. Thuble

Eric S. Therkädsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/fw-0228/6s



Comment #21: George Benson

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #21



U.S. Routs 30 Environmental Impact Statement and Phase i Design Report U.S. Route 30 Project Stady Team

103 Lanter Court Collinsville, IL 52234-5124 1-865-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 29, 2011

Mr. George Benson 15686 Bunker Hill Rd. Morrison, Illinois 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) I know Route 30 is east to west on Lincoln Highway, but they do so much in Morrison why don't they have inside tuning lanes? The construction of a three-lane roadway would not setisfy the requirements set forth by the Purpose and Need Statement for this project. This is evidenced in engineering terms by the instilify of the existing needway to serve the projected future furth cotumes in the area of this project.

2) They'll have to go over two railroads to build and power lines, so what are you going to da?

the same that

It has been determined during the current attudy phase that construction of the structure over the railroads is Resible. Coordination with utilities including electric suppliers and railroads will continue as the project engineering moves forward.



Comment #21: George Benson

Response to Comment #21 (cont.)

Mr. George Benson July 29, 2011 Page 2 One elternative, are they going to build the bridge across the Mississippi?
 They can build the bridge across the Mississippi, but why don't they angle down there. The structure on U.S. Route 30 over the Mississippi River is not within the limits of the current project. The project limits for this improvement were identified prior to the Phase I study and were based on the existing traffic needs.

4) One other thing I'm against on any of these here roads, narrow the median. They don't need that much farm ground taken away for in between the two lanes. Narrow the median. The median width that is currently being used for the preiminary design of the proposed roadway is standard for an expressway. If the project reaches the next phase of final design, the median width will be addressed in greater detail; potentially reducing the amount of farm ground required for the new roadway.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-buld alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.ii.gov/us30/index1.html or contact the project hottline at 1-856-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #22: Douglas E. & Bonnie L. Bush

The Illinois Department of Transportation (1001) Would the to fleat from You with the contract in the contract	5 5 7 9 7 1 4 1 B 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Comments must be received by Friday, July 29, 2011.
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Response to Comment #22



Division of Highways Region 2 / District 2 819 Depot Avenue / Dixon, Ilinois / 61021-3500 Telephone 815/284-2221

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 31) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. F-92-107-07 US 30 from IL 136 to IL 40

July 22, 2011

Douglas E. & Bonnie L. Bush 16671 Norton Road Morrison, il. 61270

Dear Mr. & Mrs. Bush:

Thank you for expressing an interest in the U.S. Route 50 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study ornitrues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build elternative. This information will assist in further study for the upcoming Final Environmental impact Statement and Phase I Design Report for the project.

Please be aware that additional opporturities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at https://nrew.doi.il.gov/bs30/index1.btml or contact the project hotline at 1-886-ROUTE30 (1-866-768-8330).

Sincerely,

Eu. S. Hilabban

Erio S. Therkildsen, P.E. Aciling Deputy Director of Highways, Region, Two Engineer

S&P/gw-0221/sb



Comment #23: Cheryl Christianson

Lathe Ithnois Department of	i Transportation (IBO)	: "The Illinois Department of Transportation (1803) Would Like to Hear From You	
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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #23

FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Withsacks Counity Jub No. P-82-107-07 US 30 from II, 136 to IL 40

June 24, 2011

Cheryl Christianson 20644 White Oaks Road Morrison, IL 61270

Dear Ms. Christianson:

Then's you for expressing an interest in the U.S. Route 30 Contdor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several morths, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in farther study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project, if you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dst.ii.gov/wsj0/indext.intm or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.

Acting Deputy Director of Highways, Region Two Engineer

S&P/jjw-0204/ы



Comment #24: Tom Determann

The Illinois Department of Transportation (1001) Would Like to Rear from You was to the Common and the Cost of the
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Comments must be received by Friday, Jalg 29, 2011. Your comments are greatly appreciated!

Response to Comment #24



Ilinois Department of Transportation

Division of Highways Region 2 / District 2 819 Depot Avanue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 177, 18, 15, 110) PE 1 Writesdle County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 23, 2011

Tom Determenn 3601 Valley Oaks Drive Clinton, IA 52732

Dear Mr. Determentn:

Thank you for expressing an interest in the U.S. Route 30 Confidor project. Your commonts and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study confinues.

Over the next several months, we will be reviewing all comments rocolocd regarding the two proposed alternatives, as wall as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project please visit the project wabsite at http://www.doc.ll.gov/us30/index1.html or confact the project hotime at 1-866-ROUTE30 (1-866-768-8330).

Shrcerely,

Eric S. Therkildsen, P.E.

Acting Deputy Director of Highways, Region Two Engineer

S&P/Ijw-0 190/sb



Comment #25: John & Arlene Dickey

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The Illinois Department of Transportation (1991) Would Like to Hear From You Adversion, Illinois - Wednesday, Jene 15, 2019 MAKEN PRINTAL INFORMATION	Comments may also be completed only at Italy when to Lagorie mad scribt mad any from the completed on the complete of the comments of the complete of the comments of the complete of the complete of the comments of the complete of the comp	Chapt one or more if applicable: If homeowers — of Farmer Faun Lend Owner — Developer — Ochter, Would you like the remain on our matting list? Rife — Dive Would you like us to naporat by your comments? Bayes — Dive Would you like us to naporat by wour comments? Bayes — Dive WHAT RIE YOUR COUNTENTS REBRIDING THE TWO PROPOSED BUTTERNATIVES AND THE TIO-BUILD ALTERNATIVE? PLENSE PROUIDE ANY ADDITIONAL COMMENTS.	

Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #25



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Routo 30 Project Study Feem

103 Lanter Court Colunsville, 1L 62234-5124 1-866-ROUTE 30 PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Roule 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 1, 2011

John & Arlene Dickey 18795 Henry Road P.O. Box 201 Morrison, IL 51270

Dear Mr. & Mrs. Dickey:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an importent element of the project study. They will be taken into consisteration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"Obviously, we respectfully request that No-Brid or Alternative 5 be selected. However, if Alternative 4 were selected, our request would be that the proposed route be shifted so that the take is not eliminated." We will document this alternative preference and the reasoning you have provided. The information presented regarding the take has been reviewed by the study team and will be evaluated for further study If Alternative 4 is the preferred alignment.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental (impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide lipput on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the sturty, or would like to learn more about the project, please visit the project webeite at http://www.doi.ii.gov/us/20/index1.html or contact the project holline at 1-860-ROUTE30 (1-886-788-8330).

Sincerely,



Comment #25: John & Arlene Dickey (cont.)

The John and Arlene Dickey property is located at the intersection of Route 78 and Route 30 in Morrison, IL, and is located on Atternative 4 of the U. S. 30 Bypass. On the property is an approximate one-and-one-half acre spring-fed lake, which was stocked with sunfish, bluegills, channel carfish, and largemouth bass through the Lilinois Department of Natural Resources in 2008-2009.

Three springs were discovered prior to construction of the lake. During the construction process, which was from 2002-2007, at least six additional springs were uncovered. Today a 10" tile flows virtually full from the overflow structure on the south edge of the lake into the adjacent stream.

While we have not yet generally allowed fishing on the lake in an effort to allow the fish to mature, permission was given to a grandfather suffering from cancer to fish with his young granddaughter.

We enjoy picnics and small bonfires with our family, friends and church group along the share, and at dusk watch the emergence of a large number of bats from the grove of trees on the west side of the lake. They feed for 10-15 minutes each

We learned at the Public Hearing on Wednesday, June 15, 2011, that the lake is located directly in the path of Alternative 4.

Enclosed are aerial views of the property, an aerial view showing two uninhabited properties in close proximity, a copy of the Map of Build Alternatives 4 and 5 with a marked location of the lake property, and pictures including sixteen pictures of the lake with a circle on each aerial view showing the area from where the picture

Obviously, we respectfully request that No-Build or Alternative 5 be selected. However, if Alternative 4 were selected, our request would be that the proposed route be shifted so that the lake is not eliminated.

Thank you for your time and consideration.

John and Arlene Dickey



Comment #26: Charlotte Downey

Did not fill out comment form. Spoke to Rebecca Marruffo (IDOT staff) requesting a copy of property map.

Response to Comment #26



Illinois Department of Transportation Division of Highways Region 2/ District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815,284-2271

PROGRAM DEVELOPMENT FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 21, 2011

Charlotte Downsy P.O. Box 483 Rock Falls, IL. 61071

Dear Ms. Downey:

Enclosed please find two copies of the property owner map you requested at the U.S. 30 Public Hearing that was held on Jure 15 $^{\circ}$.

Thank you for your participation and interest in the project. If you have further questions or concerns about the study, or would like to learn more about the project, please visit the project website at www.dot.il.gov/us30/index1.html or contact the project holline at 1-866-ROUTE30 (1-866-86330).

Sincarely,

Eic S. Mukuthey

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/m-0239/sb Enclosure



Comment #27: Roger Drey

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The Illinois Department of Transportation (1007) Would Like to Hear from You [1.5]。 全面 PUSEL 10 部层形型的 (100周围) (100用用)	455 (JABA Strop 200 W. M. 504 (C. 7657 MORRISONILIORS	Operation or more in traditionable. Services over one in traditional and owner Distances Owner Distances Profits Adv. Od. Whold you like us to emand on our manifoliatif British Distances on the use contracts Orise as Sab-to- Whend you like us to enspord to your comments Orise Babble Whend you like us to enspord to your comments Orise Pable Distances Distances Only Babble WHET ARK YOUR COMDESTING SERVE BADDITION TO PROPOSED RETERRATIVES AND THE IND-BUILD RICEGARING PRESERVE PROUDE ANY SEDITIONISE.	There we the Southern Knight Sure		Comments must be received by firday, July 29, 2011. Your commepts, are greatly oppreciated.

Response to Comment #27

No Response Required



Comment #28: John Dyke

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The Illinois Department of Transportation (1007) Would Like to Hear From You	JUNE 15, 201*	PLEASE PRINT ALL INFORMATION (Commons may also be corrected onlineral http://www.doi.ligov/Enail/Enail.asp?from=31		炼	¥	arvi e	Inois gourcom
The Illinois Department of Tr	Morrison Illinois - Weanesday, June 15, 2011	(Comments may	JOHN DYKE	106 EAST NORTH ST.	MORRISON.	(815) 631 488(DHN, DYKE @ Allinois gou.com

Check one or more If applicable: Bytemecernar Defeations and Councer I Bustiness Owner I Developer I Other ADOT Load was Kest-Martison Would you like us to respond to your comments? In Yes In No. Would you like to remain on our mailing list? (52/6s DNo

WHRT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALȚERDATIVE? PLEASE PROVIDE ANY ADDITIORAL COMMENTS.

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated

234567

Response to Comment #28



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2 819 Depot Avanue / Dixon, Illinois / 61021-3500 Telephone 816/284-2271

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 18, 15, 110) PE 1 Whiteside County PROGRAM DEVELOPMENT

Job No. P-92-107-97 US 30 from IL 136 to IL 40

June 24, 2011

John Dyke 106 E. North Street Morrison, IL 61270

Dear Mr. Dyke:

Trank you for expressing an interest in the U.S. Roule 30 Comfor project. Your commonts and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project. study continues,

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental impact Statement and Phase i Design Report for the project.

Please be aware frat additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your garticipation and Interest th the project. If you have further comments or concerns about the study, or would like to learn more about the project, please wist the project website at http://www.idct.ii.gov/us30/index1.html or contact the project holine at 1-866-ROUTE30 (1-866-R83-8330).

Sincerely,

Eric S. Therkildsen, P.E. Acting Doputy Diractor of Highways, Region Two Engineer

S&P1jw-0205/sb



Comment #29: Kathleen Forth

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H Hom You		PLEASE PRINT ALL INFORMATION (Communis may also be completed orline at hits/howw.dot. Loco/Email/Email/not/ficenes/1)
Hallon (IDOIT-Worter-La	15, 2011	PLEASE PRINT ALL INFORMATION
The Winois Department of Transportation 10	Morrisco, Ilinois - Wednesday, June 15, 2011	(Comments may also be
The Illinois Be	Marrisco, Iliae	

		61270	ZP CODE		
		IL	STATE		
KATHLEEN S. FORTH	19287 LAKE ROAD	ADDRESSON	(815) 772- 4780	RSforth 8710 Chuahes. net	E-tout

Check one or more if applicable; □ Homeowner 'KFarmar/Farm Land Owner '□ Bushwas Owner □ Devaloper □ Other;

Would you like to remain on our mailing list? SYos

Would you like us to respond to your comments? Difes all No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE 110-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated

Response to Comment #29

Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 81021-3500 Telephone 815/284-2271

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 PROGRAM DEVELOPMENT Job No. P-92-107-07 US 30 from 11, 136 to IL 40 Whiteside County

June 23, 2011

Morrison, IL 61270 Kathleen S. Forth 19237 Lake Road

Dear Ms. Forth:

Thank you for expressing an interest in the U.S. Route 30 Conridor project. Your comments and input are an important element of the project study. They will be taken into corsideration by IDOT and the Project Study Group (PSG) as the project etudy continues.

regarding the two proposed afternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Over the next several months, we will be reviewing all comments received Statement and Phase I Design Report for the project.

input on this project study as it develops. Your commants are appredated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide

comments or concerns about the study, or would like to learn more about the project please visit the project website at http://www.dot.ii.sox/uxsil/finiext.litml or contact the project hother at 1-866-ROUTE30 (1-866-788-8330). Thank you for your participation and interest in the project. If you have further

Sincerely,

Acting Deputy Director of Highways, Region Two Engineer Eric S. Therkildsen, P.E.

S&P/five-0200/sb



Comment #30: Sally Gray

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Comments must be received by friday, July 29, 2011.

Four comments are greatly appreciated

Response to Comment #30

No Response Required



Comment #31: James & Annette Hall

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The Illinois Department of Transportation (1007) Would Like to Rear From You 巴克、30 PUDEIC 完全系列部區 化硅铁 高速电子 子母保護 Marron Honor - Verdenday June 17, 2011	Commercia may also be completed online at http://www.docl.gon/Email.agn/nom_11, 2000 2 8 HOLD EHE HOLD 1000 1000 2000 2000 2000 2000 2000 20	MURRISM ~ 10	(1/25) 590-1745 (815) 4/99-6215 Per

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Would you like to remain on our mailing list? KYes DNo

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WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ARY ADDITIONAL COMMENTS.

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Response to Comment #31

FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-22/1

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PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Section (20-1, 17R, 16, 15, 110) PE 1 Minieside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 21, 2011

James & Annette Hall 13400 Lincoln Road Morricon, IL 61270

Dear Mr. & Mrs. Halt

Thank you for expressing an interest in the U.S. Route 30 Comdor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study configures.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project phases visit the project website at https://proww.dot.il.gov/us30/index.l.html or contact the project holline at 1-866-ROUTE30 (1-886-8330).

Sincerely,

Eric S. Valler

Eric S. Therkildsen, P.E. Acting Deputy Director of Fighways, Region Two Engineer

S&P/fW-0220xsb



Comment #32: Helen Harvey

From You	FORM	
The Illinois Department of Transportation (IDOT) Would Like to Hear From You	s. S. 30 Public nichans comment form	
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he Illinois	8.5	Morrison, Illinois + Wednesday, June 15, 2011
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PLEASE PRINT ALL INFORMATION (Comments may also be completed and national applications...31.)

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Helen Harve	2269 Prairie	10 F Fi 5011	75) 772- 2253	HONE HUMBER

Would you like us to respond to your comments? 137es DNo

Chock one or more if applicable: © Homeowner & FarmerFarm Land Owner © Business Owner © Developer © Other

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #32



Minois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixox, Illinois / 61021-3500 Talephone 815/284-2271

STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Withtestide County
Job No. P-92-107-07
US 30 from IL 138 to IL 40 PROGRAM DEVELOPMENT

June 23, 2011

Holan Harvey 12269 Prairie Center Road Morrison, IL 61270

Dear Ms. Harvey.

Thenk you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study confinues.

regarding the two proposed alternatives, as well as the no-build ellemative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project. Over the next several months, we will be reviewing all comments received

input on this project study as II develops. Your comments are appreciated and we will ensure Ihal they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://xww.dot.il.gov/us30/indext.liteig or conlact the project hot/line at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Acting Deputy Director of Highways, Region Two Engineer Eric S. Therkildsen, P.E.

Januarásandsan.

38P/jw-0187/sb



Comment #33: Robert G. Johnson

The Illinois Department of Transportation (1001) Would Like to Hear From You	
U.S. 34 PIRLE NERRING FOOTHERN FORM Morrson, Minnis - Wednesday, June 15, 2011	
REASE PRINT ALL INFORMATION Commont may also be concluded only at http://www.cold.gov/Email/Email.asp/from=51,1 C. TOH NSCN)	
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(1971) 12, 6140)	
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Comments must be received by Friday, Jaly 29, 2011. Your comments are greatly appreciated!

Complete Stranger

THAK YOU

Response to Comment #33

No Response Required



Comment #34: Roger Johnson

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* The titing's Department of Transportation (1907) Would Like to Hear from You 1), S., 30 POBLIC NEACHAS COMMENT FORM Norreson, Minos • Wednesday, June 19, 2011	PLEASE PRINT ALL INFORMATION $\{ab,bc\}$ denotes online of http://www.acci.gov/Engi/Engi/acp/E	IL	STATE	ения. Споск опо от пиле II вройсавых Однотоочтат II Farmenfram Land Owner passiness Ownor II Devoloper II Other	Nould you like to remain on our mailing fast? PNos — DNo Nould you like us to respond to your comments? □ Yes — DNo WHRT GRE YOUR COMMENTS REGREDING THE TWO PROPOSED BLTERNATIUES AND THE NO-BUILD RITERIBETHE? DIFFESE PROJUINE ANY PROLITIONAL	Alternative #5	The better !	Popula Johnson	\$					
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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #34



FILE COPY Minois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinals / 61021-3500 Telephone 816/284-2271

PROGRAM DEVELOPMENT STUDIÉS AND PANS STUDIÉS AND PANS Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from It. 136 to It. 40

June 23, 2011

Rager Johnson 1209 9th Avernue Fulton, IL 61252

Dear Mr. Johnson:

Thank you for expressing an interest in \$16 U.S. Route 30 Cornidor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project Study Group (PSG) as the project Study confiners.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upocning Final Environmental impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as if develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further commants or concorns about the study, or would like to learn more about the project, please visit the project website at http://www.doc.il.gov/rus30/indext.litml contact the project hotime at 1-866-ROUTE30 (1-865-766-8330).

Sincerely,

Eric S. Trenkikisen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/jw-0193/sb



Comment #35: Michael J. Kearney

The Minols Department of Transportation (1907) World Like to Hear From You	4, S. 30 PLUIC NAZBURE COLUMENT FORM Marricon, Minus - Redroeds, June 18, 2011

PLEASE PRANT ALL INFORMATION

(Comments may also be completed online at http://www.dot.ligow/Enait/Enait/Roy/Trons-314	
Michael T. Kearney	
200 5th, Ave, 50, 1#34	
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Check one or mofer if applicable; D.Homsowner III Ferrus/Farms (And Owner III Business Oymer III Developw 26 Other

Would you have us to respond to your commente? At Yes a No Would you like to ramain on our mailing list? JEYes 10No

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Comments must be received by Friday, July 29, 2011. Your comments are preatly appreciated

Response to Comment #35



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team U.S. Route 30 Project Study Team Colinsario, IL 82234-5124
1-865-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

July 1, 2011

Michael J. Keamay 200 5th Avenue South #304

Clinton, lowa 52732

Dear Mr. Keamey:

Thank you for expressing an interest in the U.S. Route 30 Conflor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study confirates.

We have reviewed your comments and our responses are noted bolow:

*Hy preferred route would be the shortest, most direct route from the point where it connects to 1-88 to the point where it connects to 136 staying south of the rathough tracks. Their basis would allow the road to follow the section line straight was from the point where 1-80 turns south gaing past Montison before angling north to the 136 connection."

The purpose of the proposed project is to improve traffic capacity, safety, reduce traffic congestion, provide for an anticipated incroase in transportation demand, and to establish a roadway system continuity from the IL 136/Frog Pond Roed Indexection east of the city of Follon to IL 40 in the city of Rock Fals. These factors were used to conduct prefirminary engineering and environmental screening on the reasonable atternatives and the "no-built" afternative. We will continue to focus on these factors in selecting the preferred alignment. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build atternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Dosign Robort for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your commonts are appreciated and we will ensure that they are incorporated into the project study record.



Response to Comment #35 (cont.)

Michael J. Keamey July 1, 2011 Page 2 Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/uss30/index1.html or contact the project hotline at 1-866-ROUTE30 (f-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #36: Glen R. Kuhlemier

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The Illinois Department of Transportation (1907) Would Like to Hear From You 甚么,多多 PUBLE 身色原稿 底。(6月)新星的 FURIN Morrison, Ninois - Vedresday, Jone 15, 2011	Communitary also do computed this authorisation final supplemental $GL_{e,p}$ R , RL h $l_{Q}m$, e	1011 (ceth Ave.	1815) (26-5573	Check one or more if applicable:

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Comments must be received by Friday, Jaly 29, 2011. Your comments are greatly appreciated!

Response to Comment #36



Comment #37: Alan Manchester

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The Illinois Department of Transportation (100T) Would Like to Hear From You	U.S. 30 PUBLIC NEARING COMMERT FORM Morrson, Minos : Wadnesday, June 15, 2011	

100 mm		}	61270)000 <i>ett</i>
U.S. 36 PUBLIC NEARING COMMENT FORM Morrson Minds • Wednesday, June 18, 2014	PLEASE PRINT ALL INFORMATION (Commands may also be completed orders at hit pullwave and Lapon (Email Empliforment)) (All All All Companies and All Companies orders at hit pullwave and Lapon (Empliforment)).	" DS30 Millard Rd	MOSTY 150A	CTV 5/12 772 - 4/27 5/41 5/41 5/41 5/41 5/41 5/41 5/41 5/41

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A Homsowner | Farmor/Farm Land Owner | Business Owner | Developer | Other

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Comments must be received by Friday, July 29, 2011.
Vour comments are greatly appreciated

Response to Comment #37



Comment #38: Susan M. May

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The Illinois Department of Transportation (100T) Would Like to Hear From You	9.S. 30 PUBLIC WESTING COMMENT FORM Morroo, Minos - Wednesdy, June 18, 2011	Economic may also be correlated order at incommerce Localisms' Email registron. If $M_{\rm EM}$	80 Box 305 Contents , IL 61242	Sychies Sazars alice Cranbons Falton IL	185) 589- 200)	Transmination of the host of mail content of the mail content of t

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Comments must be received by Friday, Jaly 29, 2011. Your comments are greatly appreciated!

Response to Comment #38



Gerald W. Mathew Comment #39:

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Wednesday, June 15, 2011			
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WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERDATIVES AND THE NO-BUILD Would you like us to respond to your comments? BYes DNo

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Comments must be received by Fridag, July 29, 2011. Your comments are greatly appreclated

A COMMENT TO THE PERSON OF THE

Response to Comment #39

FILE COPY

Ilinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Minois / 61021-3500 Telephone 815/284-2271

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 PROGRAM DEVELOPMENT Job No. P-92-107-07 US 30 from IL 135 to IL 40 Whiteside County

June 29, 2011

Gerald W. Mathew 19873 Lincoln Road Morrison, IL 61270

Dear Mr. Mathew:

Thank you for expressing an interest in the U.S. Route 30 Countdor project. Your commonts regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phasa I Destign Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as It develops. Your comments are appreciated and wo will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.datij.gov/us30/udexLittmi or contact the project holline of 1-866-ROUTE30 (1-866-763-6330).

Sincerely,

Sie L. Thelle

Eric S. Therklösen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&Prijw-0208/sb



Comment #40: Joyce Medema

The Winois Department of Transportation (IDOT) Would Like to Hear From You	70
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Commonts must be received by Fridag, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #40



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team 103 Lander Court 101 Lander Court 101 Lander Court 105 Court 101 Lander Court 101 Court 101

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Roula 309 (US 30) Section (20-1. 17R. 16, 15, 1(0) PE 1 Whileside County

Job No. P-92-107-07 US 30 from IL, 135 to IL, 40

July 5, 2011

Mrs. Joyce Medema 13577 Hillside Monison, IL 61270 Dear Mrs. Medema:

Thank you for expressing an interest in the U.S. Route 30 Confidor project comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

4) My husband and I own land on both sides of Savyer Road. Allemative 5 will cut through felots we farm. If you pay us \$7,000 per acre or even more the small amount of money that we receive for the right of way that you will need will create a big hardship for us.

in creating proposed alignments, there were many engineering and onvironmental issues that were considered. Efforts were made to minimize impacts and will cantinue to be reviewed throughout this preliminary engineering phæe. 2) Another worry for us is fine fact that a turnaround will be on Sawyer Road to the soulh. Right now our lenert's sent-loads of corn have to take Sawyer Road south to Bunker Hill & then west to lifnois 78 to get to market. This is because of the tow weight limit on French Creek Bridge south of the railroad tracks.

In regard to the bridge concerns, we appreciate your input and will constiter if fully as we proceed with the prefirmany design. While it would be possible to provide access from the expressively to your property, that opportunity is not readily available for others along Savyer Road.



Comment #40: Joyce Medema (cont.)

Aby husband and I own land on both sides of Sawyer Road. Atternative 5 will cut through 5 server Road. Atternative 5 will cut through 5 server we seem more the small a mount of momey that or even more the small a mount of momey that we will need will need will need will need by hardship for us. Our tenent will have to use his big machinen on Triangles of Janak and on both sides of the Hane road. We will probably expect him to went to say us less reut then he does now for the moonviewe. The zuidema brothers are known for wanting Load buy our land joining theirs at a decent price, even is well wish to sell.

Another worry for us is the feet that a turn around on Sawyer foad to the South. Fight now our tenents semi loads of corn have to take Scuyer Road south To Burker Hill + then west to thinis 18 to get to merket. This is because of the low weight limit on French Greek bridge south of the railroad tracks.

Joyce Medewa 13599 Hiside

Response to Comment #40 (cont.)

Mrs. Jayce Medema July 5, 2011 Page 2 Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.cov/us30/index1.html or contact the project hotline at 1-865-ROUTE30 (1-865-768-8330).

Sincerely,

J.S. Route 30 Project Study Team



Comment #41: Jeff Meinsma

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Monthen, Hinneys Wechnesday, June 15, 2011	(Соптента пау вло be	Jeff Meinsma	17578 Bunker Hill R.	Maccison	(815) 773-3508	13c. 81 @ the wish net

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WHAY ARE VOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE DO-BUILD alternative? Please provide any additional comments.

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Comments must be received by friday, July 29, 2011.
Vour comments are greatly oppreciated:

Response to Comment #41



Comment #42: Jack Ottosen

The Illinois Department of Transpariation (1001) Would like to Bear from You with the second state of the California of	1 "45615121 4 20121 4 31 1/1 1/1 1/1	
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Comments must be received by friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #42



LLS. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team OS Lanter Court Court Colineville, II, 5229-45124
--865-ROUTE 30

PROGRAM DEVELOPMENT

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-82-107-07 US 30 from IL 136 to IL 40

July 5, 2011

Morrison, lifnois 61270 13801 Listor Road Jack Ollosen

Dear Mr. Ottosen:

Thank you for expressing an interest in the U.S. Route 30 Conridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"If the southern route is chosen, I'm concerned that a fill across the Rock Grock boffman could cause additional flooding problems. Personly denting heavy throff the creek becomes nearly a mile wido. It's going to require a substantial bridge opening and probably seweral culverts to prevent substantial upstream damage.

We understand that you will have concerns if the southern route is selected as the preferred alignment. As you may be aware, during this prase of the project the study team is ledentifying environmental impacts and evaluating enginearing concerns for the proposed allematives. Such details as designing structures and identifying bridge and cubert sizes are not currently part of this study.

Over the naxt few months, we will be reviewing all comments roccived regarding the two proposed atternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we wife ensure that they are incorporated into the project study record.



Response to Comment #42 (cont.)

Jack Ottosen July 5, 2011 Page 2 Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.htm] or contact the project hottine at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #43: R. Everett Pannier

The Illinois Department of Transportation (1001) Would Like to Hear from You Mourssan, Hinco 9 Wednesday, June 15, 2011 PLEASE PRINT ALL INFORMATION (Comments may due be completed online at http://www.dot.a.gou/Enal/Enal saprifrom.31) R. Soverest T. T. Parisan ex	108 GLESSIVILIAND DRIVE MORAISON IL. 126 ON 1772-2528 TELET 16770 TELET 1770 TELET 1870 TELET 18	Carbie: JUL 1.1.2 Team Land Owner Dissiness Owner Developer Other Act of your commonate? Acts One MEDITS REGREDING THE TWO PROPOSED ALTERNATIVE FROUDE RINY RIDDITIONAL COMMENTS.	THE WORTH DUTTE THE WATER THE WATER THE STATE OF THE WORLD THE SALES ASSESSION TO SERVICE THE	Vender Greener III Vender III Ven	The state of the s	Vour comments must be received by Friday, Jely 29, 2017.
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Response to Comment #43

| Illinois Department of Transportation Division of Highways Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telepitane 815/284-2271

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PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (LJS 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-SZ-107-07 US 30 from It, 136 to It 40

July 11, 2011

R. Everett Pannier 608 Greenwood Drive Mortson, IL 61270

Dear Mr. Pannier:

Thank you for expressing an inbrest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by 1DOT and the Project Study Group (PSG) as the project study continues. Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the opcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dol.il.gov/u.s3g/indext.html or contact the project hottine at 1-885-ROUTE30 (1-886-768-8330).

Sincerely,

Ein S. Vhu

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

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Comment #44: Gene and Margaret Pessman

The Illinois Department of Transportation (IDOT) Would Like to Hear From You	(Ž
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(Commonts may have be completed and only with the programments on the programments)	
Gene & Margaret Passman	£
15451 Millard Rd.	
2000'Seo	61270
(815) 772-2769	ZPCDOE
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Would you like us to respond to your comments? If Yes I No. 1800 BY 18	F2
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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #44



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team 163 Lanter Court 163 Lanter Court 163 Lanter Box 164 Latter Study Leam 1-868-ROUTE 30

PROGRAM DEVELOPMENT

STUDIES AND PLANS FAP Route 308 (US 30) Section (20-1, TR, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 29, 2011

Gene and Margaret Pessman 15651 Millard Road

Marrison, IL 81270

Dear Mr. & Mrs. Pessman:

Thank you for expressing an interest in the U.S. Route 30 Cornidor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below.

The economy is really going to have to improve before the State of lithnois can afford this project."

In regard to funding, the current phase (Phase I) of the project is funded by Federal dollars. At this point in time, there is no funding available for the next phases of this project which include final design (Phase II) and construction

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will essist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project:

Please be aware that additional opportunities will be available for you to provide input on this project study as it develope. Your comments are appreciated and we will ensure that they are incorporated into the project sludy record. Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would fike to learn more about the project, please visit the project website at http://www.doi.le.gov/us.39/index1.htm or contact the project holling at 1-896-RQUTE30 (1-896-788-8330).

U.S. Route 30 Project Study Team



Edith Reiss Pfeffer Comment #45:

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the Illinois Department of Transportation (IDOT) Would Like to Hear From You	js. 20 festic accende comment form	ne 15, 2011	PLEASE PRINT ALL INFORMATION (Comments may also be completed on the st http://www.doi.li.goo/Emall/Emall.asp?)from=31.	3960	33	A/A	STATE	
he Illinois Department of Transp	9.S. 29 fystat 24	darrison, filmois + Wednesday, June 15, 2011	Comments may also	Edith Keiss Dotter	931 12nd Am S	Cleason	563) 243-7751	SPHONE NUMBER

Check one or more if applicable: Differecowner In Fermerifarm Land Owner In Business Owner In Developer 1810ther

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Would you like us to respond to your comments? Thes The

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROUIDE ANY ADDITIONAL COMMENTS.

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Comments must be received by Friday, July 29, 2011.
Vour comments are greatly appreciated:

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Response to Comment #45



FILE COPY Minois Department of Transportation

Division of Fighways Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61u21-35u0 Telephone 815/284-2271

STUDIES AND PLANS FAP Roule 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 PROGRAM DEVELOPMENT Job No. P-92-107-07 US 30 from IL 138 to IL 40 Whileside County

June 30, 2011

Ms. Edith Reiss Pfeffer 931 2rd Avenue South Clinton, IA 52732

Daar Ms. Pfeffer.

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG).

We have reviewed your comments and our responses are noted below:

The number of accidents in the last year must be taken into consideration as well as the number of deaths (3).

We understand your concerns regarding the coffsion history within this comidor. As you may be aware, collision information is rotiroved from the load, county and State politica departments and sent to IDOT's Central Offline in Springflek, (finols). This information is then compiled and distributed to IDOT's District offices for use in evaluating and developing madway projects. In reviewing fits collision data for the existing LS 30 roadway which the 24-mile project study area, a total of 107 accidants occurred resulting in 50 hijuries and zero falalities during 2010. These collisions were comprised of the following impact types and quantities; ærgle (14), animal (10), fixed object-off road (14), refer office office (12), overturned-off road (2), refer and (37), sideswipe-some direction (3), and turning (20).

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location	# of Collisions	% of Collisi	ions
IL 136 to west of Morrison	8	6	
City limits of Morrison	ន	27	
East of Morrison to Moline Road	23	. 21	
Moline Road to It. 40	42*	36	
	107-	5	

Please note: The total number and percentage of collisions include the section east of Prophelstown Road to IL 40 in Rock Falls which is already constructed as a live-lane urban roadway section.



Response to Comment #45 (cont.)

Ms. Edifin Reliss Pfeffer June 30, 2011 Page 2 2.) The southern route uses less acres of farmland and takes fewer homes. These are important items to be considered in constructing and selecting en option for the road. We egree that the necessity for acquisition of farmland is an important component of the environmental analysis for a proposed roadway alignment. Please note that Table 2-8 (Summany of Estimated Environmental Impact Statement interprets for Build Alternativas) of the Draft Environmental Impact Statement indicates the number of arces of alamiand area that would be converted to roadway use for each of the selected alematives. The result of this comparison Indicates that Alternative 4 (nothern route) would require 11 fewer acres of farmland to be acquired than Alternative 5 (southern route). This is one of many issues that will be considered within the development of the Final Environmental Impact Statement, including all identified environmental effects, as well as public opinion.

Over the next several months we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. The no-build alternative is required under Federal guidelines to be a part of the study. This information will assist in further study for the upcoming Final Environmental impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.doi.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Si S. Vick

Eric S. Therkidsen, P.E. Acting Deputy Director of Highways, Region Two Engineer



Comment #46: Catherine Rambo

June 2011

Regarding possible highway bypass at Morrison, II.

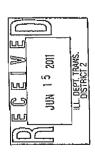
To those concerned:

l am concerned about this idea for several reasons:

- The state of Illinois needs to be thinking about the already existing infrastructure and making improvements there, and not spending non-existing funds for yet more infrastructures which will then need to maintain. ন
- Perhaps we need to keep the one for route 78 and 30 where they come to a corner. But stop lights along route 30 within the town? The side streets can just have regular signs. traffic move along with fewer impediments? If so, then why don't we remove all those The reasons for originally thinking about this are unclear to me. Is it to help the truck the town is already shrinking and does not need these signs for safety any longer. ন
 - 3) The proposed route to the south will be close to an already existing four lane, route 88. impact the environmental needs of the Marsh so near to the Mississippi? Flooding is Why do we need another? And why do we need to take away more farm land and already a problem.
- 4) The route to the north will affect the already existing state park of Rockwood. Campers where the many campsites are located. Losing customers there will impact the state will hate the noise and odor coming into the previously quiet and restful tree area recreation and park departments.

excessive and unnecessary given the current financial situation, and will give faw benefits In short, while this may have seemed a feasible plan when first originated, the fact is it is while impacting the well-being of our small community, creating yet another loss of revenues for the state from business and employment here.

61270 Respectfully, Just a citizen, Catherine Rambo 815-772-7317 Mornin De



Response to Comment #46



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team

103 Lanter Court Colinaville, IL 62234-6124 1-865-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County

Job No. P-92-107-07 US 30 from 1L 136 to 1L 40

July 5, 2011

Ms. Catherine Rambo 705 Malody Court Morrison, IL 61270 Apartmont #3

Dear Ms, Rambo;

Thank you for expressing an interest in the U.S. Route 30 Comdor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

The State of Illinois needs to be thirtiking about the already existing infrastructure and making improvements there, end not spending non-existing funds for yet more infrastructures which will then need to maintain.

to address appearing and selfect concents on the U.S. Highway 30 confider. A crash analysis conducted throughout the U.S. 30 project study area incidents a significant frequency and severity of crashes and other failfic safety concerns along the contion; particularly within the day of Montson and at Intersection locations. Also, traffic volume projections indicate that the present redeway has insufficient capacity to handle the traffic anticipated for contider usage within the The Illinois Department of Transportation has an obligation and the responsibility

In regard to the funding, the current phase (Phase I) of this study is funded with Federal dollars. At this point in time, there is no funding available for the next phases of this project which include final design (Phase II) and construction (Phase III).



Response to Comment #46 (cont.)

Ms. Catherine Rambo July 5, 2011 Page 2 2) The reasons for originally thinking about this are unclear to me. Is it to help the truck traffic move along with fewer impediments? If so, then why don! we remove all those stop lights along route 30 within the town? The side streets can just have regular signs. Perhaps we need to keep the one for route 78 and 30 where they come to a corner. But the town is already shrinking and does not need these signs for selety any longer.

The purpose of the proposed project is to improve traffic capacky, safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and to establish a roadway system continuity from the IL 136/Frog Pond Road intersection east of the city of Fulton to IL 40 in the city of Rock Falls. These factors were used to conduct preliminary engineering and environmental screening on the reasonable atternatives and the "no-build" atternative. We will continue to focus on these factors in selecting the preferred alignment.

3) The proposed route to the south will be close to an already existing four lane, route 88. Why do we need another? And why do we need to take away more farm kind and impact the environmental needs of the Marsh so near to the Mississippi? Flooding is already a problem.

In 2006, an Origin-Destination Study was conducted which indicated that the majority of the motoring public traveling through Morrison was either heading to or from the Sterling-Rock Falls area. Therefore, it was determined that utilizing I-88 would not assist facilitating the movement of traffic through the corridor.

Agricultural and floodplain impacts have been identified as two of the key issues in determining the best alignment alternatives for an improved U.S. Route 30 alignment. The study team has made every effort in following the wishes of the community as these concerns have been reliterated throughout the study process.

4) The route to the north will affect the already existing State park of Rookwood. Campers will hate the noise and odor coming into the previously quiet and restful free area where the many campsites are focated. Losing customers there will impact the state recreation and park departments. As part of the Draft Environmental Impact Statement, a notse study and an alr analysis were completed. These analyses did not indicate an effect on the park. Another noise study will be completed, after the preferred alignment is selected. If the study shows that there is an impact, the State will work with the Illinois Department of Resources In order to mitigate any noise to the park.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.



Response to Comment #46 (cont.)

Ms. Catherine Rambo July 5, 2011 Page 3 Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #47: Scenic Stage Line, Inc.

Like to Hear from You Service 50	WideLingu/Ernal Imprifrom-St.) Science - carder Links-Rock	3286	PECETVEN.	aloper Clother Copy Thanks.	NTS. TO COMMON THE NO-BULD . TIS. TO COMMON THE NO-BULD . TO COMMON TO COMMON THE NO-BULD . TO COMMON TO COMMON THE NO-BULD . TO COMMON THE NO-BULD . TO COMMON THE NO-BULD .	Inc would like to	20 Hwy 30 bypa	THANK YOU!	Continue of the continue of th	
The Illinois Department of Transportation (1001) Woold Like to Hear from You Morreson, However, Wednesday, June 15, 2011	PLEAGE PRINT ALL INFORMATION (Comments may also be compliated or the purplement apprilement) SCOMIC Stage Link, Inc.	ACTION OF THE PROPERTY OF THE	5) 772-726 Balts @ resmithing. com	S-twic. Check one or more if applicable: □ Hornerowner □ Fearmer/Farm Land Owner X (Business Owner □ Devokoper □ (bluse Woold Would feb to remoner) or mailting list? X/ve. □ No Woold You like us to asspored to your comment? □ Vee. XXv.	WHAT ARE YOUR COMMEDTIS REGRADING THE TWO PROPOSED ALTERNATIVES AND THE NO-BULD ALTERNATIVE AL	70 years, Scenie Sta	Wheir desire to see	Marrison da around town a		

Comments must be received by Friday, July 29, 2011.

Voar comments are greatly appreciated

Response to Comment #47



Comment #48: Louis & Kathy Sedig

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Louis and Kathy Sedie



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Morrison .	61270
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WHAT RIKE YOUR COMMETITS REGIRENING THE TWO PROPOSED ALTERNATIONS AND THE NO-BUILD ALTERNATIONS PLEASE PROMIDE ARY ADDITIONAL COMMENTS.

value of our property for eventual sale. As we are and have to down-size at some thris in the future this Having attended the Public Hearing on Juna 15 we were reminded of the effects the proposed Southern small 4 acre property all together. Please consider the following points: Of our 4 acres, the Southern route takes 2 acres, giminating any yappe as a farmette used for the purposes of ruising a small emount place". Also, consider that this proposed road will be in the planning stages for many years and may or devaluation concerns us. This is true for any of the property owners in the proposed path. In our casa, chosen we would strongly request that the route be adjusted enough to the north as to miss our of livestock and knowing fruits and vegetables for personal use and/or for sale. The close proximity of the highway (even if it is moved slightly to the porth) would ruin the aesthetics of the "quiet country may not avar come to pass. Just having the threat of this potential road work severely decreases the at kast. If the Southern route is acliasted north we feel that our proparty will still have value as a residential farmette. It is, of course, uscettling to be in this situation and we would approaciate any route would have on our property. Because of these effects we would, of course, prefer any other ooklon. Wither the Northern route, or the no-build opdon. That being seld, if the Southern route is ressurance you could give.

Constructs must be received by Frides, July 29, 2011. Your constitutes are greatly apprecialed.



Response to Comment #48

U.S. Route 30 Environmental Impact Statement and Phase | Design Report U.S. Route 30 Project Study Team 103 Lanter Court

Collinsville, IL 62234-6124 1-866-ROUTE 30

Section (20-1, 17R, 16, 15, 110) PE 1 PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Whiteside County Job No. P-92-107-07 US 30 from IL 138 to IL 40

July 29, 2011

Louis & Kathy Sedig 14366 Sawyer Rd. Morrison, IL 61270 Dear Mr. & Mrs. Sedig:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below;

"I guess on the south route the road passes directly right through our pasture end property. Why couldn't the road just be shifted 600 feet and miss us ellogether."

The information presented regarding your property has been reviewed by the study team and will be further evaluated if Alternative 5 is selected as the preferred alignment for the U.S. Route 30 improvement.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are apprecialed and we will ensure that they are incorporated into the project study record Thank you for your participation and interest in the project. If you have furthor comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.li.gov/us30/index1.html or contact the project holline at 1-888-ROUTE30 (1-866-768-8330).

U.S. Roule 30 Project Study Team



Comment #49: Mark Schules

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61870 species PLEASE PRINT ALL INFORMATION (Comments may 8160 be completed online at http://www.coll.lgovEmailEnsilesp?trom=31.) FAT SAVE DARK Shules 15778 Hazel JW651402

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Check one or more if applicable: Would you like us to respond to your comments? ☐ Yes &TNo Would you like to remain on our mailing list? Pries DNo

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Thank you for the Greate most most most for the following the fo

Comments must be received by Friday, Jaly 29, 2011.

Your comments are greatly appreciated!

Response to Comment #49



Comment #50: Robert Shambaugh

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The Illinois Department of Transportation (IDOT) Would Like to Hear From You	71.1.54 PTB142 SE的程制的 (9開催為)子の思難	19, 2041
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- 1 PLEASE PRINT ALL INFORMATION (Comments may also be completed online at http://www.dot.ll.gov/Email/Email.asp?/trom=31. 5114 14 13 14 13 14 16 11 1 ROBERT

Chock one or more if applicable: ® Homeowner □ Formar/Furm Land Owner ➤ Business Owner □ Developer □ Other Would you like to remein on our mailing list? Difes 188 No

Would you like us to respond to your comments? Ri'Yes 🗆 No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

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Comments must be received by Friday, July 29, 2011.

Your comments are greatly appreciated!

Response to Comment #50



FILE COPY Illinois Department of Transportation

Division of Highways, Region 2 / District 2 818 Depot Avenue / Dixon, Illinois / 61021-3500 Teleptrone 815/284-2271

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County PROGRAM DEVELOPMENT US 30 from IL 136 to IL 40 Job No. P-92-107-07

June 23, 2011

19147 Holly Road Morrison, IL 61270 Robert Shambaugh

Dear Mr. Shambaugh:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project. Over the next several months, we will be reviewing all comments received

input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide

Thank you for your participation and Interest in the project. If you have further comments or concerns about the study, or would like to fearn more about the project, please visit the project website at http://www.dot.il.kov/us30/fadex1.html or confact the project hottine at 1-866-ROUTESO (1-856-754-8330).

Sincerely,

Acting Deputy Director of Highways, Region Two Englineer Eric S. Therkildsen, P.E.

S&P/Jw-0188/sb



Comment #51: Melissa Sweenie & Angela Shouse

Atorrican, Illinois Department ISOMAN ISOMAN	The Illinois Department of Transportation (100T) Would Like to Hear From You	4.5. 34 FUBLIC MCTEMB LETHERT FORM	Comments may also be completed order at http://www.collgo/Enablend.appiron.col) Religious Successive & Angles Shouse The Doll of to one of the Successive	8815	ginbob 1 @ FRONTIER. Com	Chack one or more if applicable: What do you like to remain on our hand owner □ Business Owner □ Developor □ Other. Would you like to remain on surr handing fast? Xf vee □ One Would you like us to respond to your comments? □ vee □ No	WHAT ARE YOUR COMMENTS REGEROUGE THE TWO PROPOSED RUTERBATIVES AND THE NO-BUILD RUTERBATIVES PLEASE PROVIDE ANY ADDITIONAL COMMENTS.	etty is so Norther R.	3	elt von - lite maintain what	& Grake.				がある。 これには、「新聞ののでは、「「「「「「「「「「「」」」」では、「「「」」では、「「」」では、「「」」では、「「」」では、「「」」では、「「」」では、「「」」では、「「」」では、「「」」では、	
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Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #51

Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2 819 Dopot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 24, 2011

Mclissa Sweenie & Angela Shousc 16462 Norton Road

Morrison, IL 61270

Dear Ms. Sweenie & Ms. Shouse:

Thank you for expressing an interest in the U.S. Route 30 Conridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, wa will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This Information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project websile at http://www.co.il.gov/us30/indext.html or contact the project looline at 7-866-ROUTE30 (1-865-768-8330).

Sincerely,

Acting Deputy Director of Highways, Region Two Engineer Eric S. Therkildsen, P.E.

S2P(j/w-0202/sb



Comment #52: Gary Siefken

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Response to Comment #52

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Illinois Department of Fansportation Division of Highways / Region 2/ District 2 819 Departments / Dixon, Illinois / 61021-3600

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whitestie County Job No. P-82-107-07 US 30 from 1, 136 to IL 40 PROGRAM DEVELOPMENT

July 27, 2011

Gary Siefken 9084 Lincoln Rd. Futon, IL 61252

Dear Mr. Sletken;

Thank you for expressing an interest in the U.S. Roate 30 Comidor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues. Over the next several months, we will be reviewing all comments received regarding the two processed alternatives, as well as the ro-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at laugithoww.alexil.ecv/ns3t/indexi...litini or contact the project hotline at 1-868-ROUTE30 (1-868-788-8330).

Sincerely,

Sie S. Malle

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&PYJW-0224135

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated:



Comment #53: Marsha L. Smith

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*The Illinois Department of Transportation [15, 5, 3, 3, 9, 17, 17, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18	Marsha L. Smith	1, 212, 9582 Smirk (DC)	Check one or more if applicable: O Homeowner — Fermed Flanch Land Owner — Bushnoss O Would you like to remain on our mailing list? — type — No Would you like us to respond to your commonts? Dafte UHRT RRE YOUR COMMINERTY RESERBITING THE TIL	ALTERNATIVE? PLEASE PROVIDE Chy Concern LUSS 4 46 Chy of Cost LAVE.	8/1/1/	

Comments must be received by friday, July 29, 2011.

Your comments are greatly appreciated!

Response to Comment #53



Minois Department of Transportation

Division of Highways, Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, TR, 16, 15, 110) PE 1 Withside County Job No. P-82-107-07 US 30 from IL 136 to IL 40 PROGRAM DEVIELOPMENT

June 23, 2011

Mersha L. Smith 707 Park Place Clinton, IA 52732

Dear Ms. Smith:

Thank you for expressing an interest in the U.S. Route 30 Carridor project. Your comments and input are an important element of the project study. They will be laken into consideration by NOOT and the Project Study Group (PSG) as the project study confuture.

Over the next several monitis, we will be reviewing all comments received: regarding the two proposed alternatives, as well as the no-build attenuative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.sev/ns30/index.l-htm or conlact the project hotiline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

SZP/B/4-0192/eb



Comment #54: Hal Snyder

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreclated!

Response to Comment #54



| Illinois Department of Transportation

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Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Ulinois / 61021-3500 Telephone 815/284-2271

STUDIES AND PLANS FAP Route 309 (US 30) Sedion (20-1, 17R, 16, 15, 110) PE 1 Whitesite County Job No. P-92-107-07 US 30 from it. 136 to It. 40 PROGRAM DEVELOPMENT

August 2, 2011

Mr. Hal Snyder 15216 Norrish Road Morrison, IL 61270

Dear Mr. Snyder:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues. Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase | Design Raport for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/ns3t/lindcx1.html or contact the project wolfine at 1-868-ROUTES0 (1-866-768-8330).

Sincerely,

Acting Deputy Director of Highways, Region Two Engineer Fric 3. Therkildsen, P.E.

S&Pffw-0231/sb



Comment #55: Linda Snyder

The Illinois Department of Transportation (DOT) Would Use to Hear from You COUNTY SHOW THE STATE OF THE PROPERTY OF THE PROPER	Comments may also be completed unite of intp//www.col.ligov/Emblemblaeofflom=31) Shyder Notify RA	50n 22-2 dz@ye	Concess on more if applicable: Xi tenness on or more if applicable: Xi tenness on our mailing first? Xi kes I No Would you like to remain on our mailing first? Xi kes I No Would you like the tenness on our mailing first? Xi kes I No What is the You'ld the thing the Xi tenness of the You'ld t	feel if there has to be a new it should be closer to Hay 88. If the years it would be closer to Hay 88. If the year of the file. Orange St 41.8,5ch is busy afready	ust get busiec. #150 the Northside, un has a lot of undertal wildlife would cause a lot of accidents. I feel the new Hwy should go	783	(a) (b) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c	1127374 TO 1100 SWW SEC	of the state of th
The Illinois Department of Tr 3.5.3 PRELIT Flore for Plance - Wester day	Linda Sand	MALLÍSON (815) 772-20 (Espanor Handa	Chock one or more if applicable; Xitemscowner of Farmacherin Land Wards you like us to respond to our mailin Wards you like us to respond to your to WHITI RRE YOUN COMMEDTS B	highway it S jaka beganse Also reganse Foods like	Will just of the town the work would be about the town to the town				

Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #55

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| Illinois Department of Transportation

Dyusion of Highways, Region 2 / District 2 819 Depot Avenue, Dixor, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 18, 15, 110) PE 1 Vinitecide Countly Jub No. P-92-107-07 US 30 from IL 136 to IL 40

August 1, 2011

15216 Norrish Road Morrison, IL 61270 Linda Snyder

Dear Ms. Snyder;

Thank you for expressing an interest in the U.S. Routo 30 Comidor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues. Over the next several months, we will be raviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental impact Statement and Phase I Design Report for the project.

Please he aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and intensit in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.cot.il.cov/us30/index.l.kimi or contact the project hottine at 1-856-ROUTE30 (1-886-788-8330).

Sincerely.

Eric S. Therklidsen, P.F.

Acting Deputy Director of Highways, Region Two Engineer

S&Pfjw-0229/sb



Comment #56: David J. Stoudt

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orrison, Illin	torrison, Illinois • Wednesday, June 15, 2011	June 15, 2011		

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Would you like to remain on our mailing list? p3 Yes No

Would you like us to respond to your comments? (214s DNo

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERBATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

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Comments must be received by Friday, Julg 29, 2011.

Your comments are greatly appreciated!

Response to Comment #56



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2 B19 Depot Avenue / Dixon, Illinois / 61021-3500 Tolophone 315/284-2271

PROGRAM DEVELOPMENT STUDIES AND PRANS FAP Roude 308 (INS 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Vob No. P-92-107-07 US 30 from IL 136 to IL 40

June 24, 2011

14749 Nomish Road Morrison, IL 61270 David J. Stoudt

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 20 Conflor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study confinues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the uccoming Final Environmental Impact Statement and Phase I Design Report for the project.

Input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide

Thank you for your parkicipation and interest in the project. If you have further continents or concerns about the study, or would like to learn more about the project, please visit the project website at http://xww.det.il.cov/ns30/fudex1.inml or contact the project holline at 1-866-ROUTE30 (1-866-768-8330).

Acting Deputy Director of Highways, Region Two Engineer Eric S. Therkildson, P.E.

S&P/gw-0203/sb



Comment #57: Violet Stoudt

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

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Response to Comment #57



Illinois Department of Transportation

Division of Highways | Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-82-107-07 US 30 from IL 136 to IL 40

June 23, 2011

14749 Norrish Road Morrison, 3L 61270 **Wolet Stoudt**

Deer Ms. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken this consideration by DOT and the Project Study Group (PSG) as the project study confinues.

Over the next several months, we will be reviewing all comments received regarding the two proposed attennatives, as well as the nobulid atternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website of http://www.doc.il.cov/ins30findex1.hluni or ontact the project holline at 1-366-ROUTE30 (1-369-768-8330).

Sincarely,

Erlo S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

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Comment #58: Ervin Stuart

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Comments must be received by Friday, July 29, 2071. Your comments are preatfu anniversated

Response to Comment #58



Illinois Department of Transportation

Fig Copy

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinais / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) SBEDON (20-1, 17R, 16, 15, 110) PE 1 SBEDON (20-1, 17R, 16, 15, 110) PE 1 Job No. P-92-107-07 US 30 from IL 136 to IL 40

August 1, 2011

Ervin Stuart 622 W. Lincolrway Morrison, IL 81270

Dear Mr. Stuart:

Thank you for expressing an interest in the U.S. Route 30 Comidor project. Your comments regarding profeseroe of the no-build atternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed attenditives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Imparch Statement and Phase I Design Report for the project.

Please bo aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at https://www.dot.ill.gov/u330/index.l.itum or contact the project hotine at 1-866-ROUTE30 (1-866-768-8330).

Sincercly,

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/gw-0230/sb



Comment #59: K. Thyne

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #59

Illinois Department of Transportation

Division of Highways 7 Region 2 / District 2 819 Depot Avenue / Dixon, Minois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS STUDIES AND PLANS Section (20-1, 17R, 16, 16, 110) PE 1 Whitseld County Job No. P-92-107-07 US 30 from It. 136 to It. 40

June 24, 2011

K. Thyne 17120 Lincoln Road Morrison, IL 61270

Dear Ms. Thyne:

Thank you for expressing an interest in the U.S. Roule 30 Cornidor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project. study confinues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming final Environmental Impact Stakement and Phase 1 Design Report for the project.

Pleaso be aware that additional opportunities will be available for you to provide Input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and Intarcal in the project. If you have further comments or concerns about the study, or would also to issum more about the project, please ovisit the project velotite at <u>latter/extracdoull goods.id/project.into</u> or ontact the project hottine at 1-866-ROUTE30 (1-866-708-8330).

Sincercly,

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

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Comment #60: Doug Vandermyde

The lilinais Department of Transportation (1001) Would Like to Hear from You weareas you have 15, 2011 Norman in water and the conference of the interference of the	Check one cromoo's applicable:	To me thank you.
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Comments must be received by Fridag, July 29, 2011.

Your comments are greatly appreciated

Response to Comment #60



Illinois Department of Transportation

Division of Highways / Regton 2/ District 2 819 Depot Avenue / Dixon, Illinois / 51021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS STUDIES AND PLANS Section (20-1, 17R, 15, 15, 110) PE 1 Writeside County Job No. P-92-107-07 US 30 from It. 136 to IL 40

June 23, 2011

Doug Vandarmyda 600 Diamond Court Morrison, 1L 61270

Dear Mr. Vandermyde;

Thank you for expressing an interest in the LLS. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed elternatives, as well as the no-build allomative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project. Pleasu be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in this project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit this project website at http://www.dot.il.gov/w30/indext.html or contact the project holline at 1-868-ROUTE30 (1-868-768-8330).

Eric S. Therkidsen, P.E. Acting Deputy Diroctor of Highways, Region Two Engineer

S&P/jjw-0199/sb



Comment #61: Stephanie A. Vavra

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H Emi (815) 772-3144 Marrison

Vavra @mchsi. com

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #61



Comment #62: Connie Veater

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated:

Response to Comment #62



Comment #63: Ronald E. Weimer

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Comments must be received by Friday, July 29, 2011. Your comments are greatly appreciated

Response to Comment #63



Illinois Department of Transportation

FILE COPY

Division of Highways, Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815784-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Sedion (20-1, 17R, 16, 15, 110) PE 1 Whiseide County Job No. P-92-107-07 US 30 from IL 133 to IL 40

June 30, 2011

Ronald E. Weimer 13629 Garden Plain Road Momison, IL 61270

Dear Mr. Weimer.

Thank you for expressing an interest in the U.S. Route 30 Confdor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further commants or concerns about the study, or would like to learn more about the project, please vicit the project website at https://www.dot.il.covius30figdex1.html or confact the project hottine at 1-866-ROUTE30 (1-808-788-8330).

Sincerely,

Eij S. Walden

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

9&P4jin-0210/sb



Comment #64: Jeff Woodworth

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Comments must be received by friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #64



Illinois Department of Transportation Division of Highways Region 2/ District. SSOO Telephone Alvenue / Divors / Highways Region 2/ District. SSOO Telephone 8152284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 16, 110) PE 1 Winteside County Job No. P.92-107-7 US 30 from IL 135 to IL 40

July 15, 2011

Jeff Woodworth 11880 Yager Road Lyndon, IL 61261

Dear Mr. Woodworth:

WHAT RRE YOUR COMEDENTS REGREDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD

ALTERNATIVE? PLEASE PROVIDE RRY ADDITIONAL COMMENTS.

Would you like us to respond to your comments? | Yas | CiNo Would you like to remain on our mailing list? of Yes DNo

Thenk you for expressing an interest in the U.S. Raute 30 Corddor project. Your comments regarding your proteronds of the southern alignment will be taken into consideration by IDCIT and the Project Study Group (PSG) as the project study confinees.

Over the next several months, we will be reviewing all comments received regarding the two proposed attenuatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact. Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further roominels or concerns about the study, or would like the beam more about the project, person viets the project writerie at <u>langularana.dod.il.govba30fadad.lanal</u> or contact the project hother at 1-366-ROUTE30 (1-566-768-8330).

Sincerely,

Eric S. When

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

58 PJJW-0210/95



Comment #65: Dale & Jane Workman

Name to Hear From You	PORMANTON THE ACCULTANT MANAGEMENT ST.)		SYME STATES		
the Illinois Department of Transportation (1907) Works	PLEASE PRINT ALL INFORMATION Comments may also be comparised or in a traps/www.col.com/Brindlemed apprintments of the action of	16677 NORYON ES	MORKISON IL 61376	()	**************************************

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Comments must be received by friday, July 29, 2011. Your comments are greatly appreciated!

Response to Comment #65

No Response Required



Comment #66: Kent Zuidema

From You	0 THE DO-881LD	repairment (R120) repairment of most to consideration (we love a frogte thus at	
Thent of Transportation (1991) Would Like to Hear From You Wednessday, June 15, 2011 PLEASE PRINT ALL INFORMATION Comments may 3 to be completed ordine at http://www.dall.gov/Email/Email.asp/tecm_31, 2012 Licken, 3 L	INES BIII	have moring a fine of the second of the seco	प्र विकाद भिर्म कार्यक्ष प्रश्निम्प्र विकास
	Chock one or maps if applicable: Would you like to remain on our matters field fives DNo Would you like to respond to your comments? Kines DNo UHATI BIRE YOUR COMMENTS REGRESSING THE TWO PROPOSED RITERSIST BITERSISTIVES PLEASE PROVIDE BINY REDSITIONAL COMMENTS.	10 pured No. 10 ports of the property of the p	Wellow Muds to be
The Illianis Department of Moureson, Illians Wedness Kent Zeidem Sommers Kent Zeidem West Zeidem Merrison Zeigen The Prison Zeigen The Pris	Chock one or maps if the common of the commo	(1) The state of t	The state of the s

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreclated!

Response to Comment #66



Illinois Department of Transportation Division of Highways / Region 2 / District 2 819 Depot April 10 Dixon, Illinois / 61027-3500 Telephone 813/284-2271

FILE COPY

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Vinitestic County Job No. P-22-107-07 US 30 from IL 136 to IL 40

15252 Yorktown Road Kent Zuidema July 28, 2011

Morrison, IL 61270

Dear Mr. Zukkema:

Thank you for expressing an interest in the U.S. Route 30 Cornidor project. Your comments regarding preference of this no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues. Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at later/kwww.doc.il.gov/us3@findex1.html or contact the project hodine at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Erie S. Malic

Eric S. Therklidsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/jjw-0225/gs



Comment #67: Honorable Larry Russell City of Fulton



Phone 615.589.2916 Fax 816.598.4421 www.cityoffulton.us

415 11th Avenue Felon, IL 61252

June 15, 2011

Mr. Eric S. Therkildsen, P.E. Dixon, Illinois 61021 819 Depot Avenue Illinois DOT



Public Hearing Input on the Rock Falls to Fulton Corridor Impact Study for Hwy 30

State levels. The safety and environmental impacts of a that a "no-build" option still remains an option given the Many community leaders in Fulton are very concerned amount of support received at both the federal and no-build approach are significant.

expanding callege campuses at each end of the corridor First, the high accident rate on the subject stretch of and a major Rail Port complex under construction in Clinton. Design modifications to the current 2-lane Hwy 30 will only increase in the months ahead with roadway cannot resolve this growing safety issue.

Response to Comment #67



U.S. Route 30 Environmental Impact Statement and Phase I Design Report 10.1. Route 30 Project Study Team 103 Lanter Court 105. Colles Court Court Coults Court Co

1-866-ROUTE 30

PROGRAM DEVELOPMENT

STUDIES AND PLANS FAP Route 309 (US 30) Section (20.1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 29, 2011

Hondrabte Larry Russell Mayor, City of Fulton 415 11th Avenue Fulton, IL 61252

Dear Mayor Russell:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study

We have reviewed your comments and our responses are noted below:

'Many community leaders in Fulton are very concerned that a 'no-build' option still remains an option given the amount of support received at both the Federal and State levels. Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Pederal guidelines. This alternative is used as the basis to compare against any proposed build attematives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will confinue to be maintained by the State. In addition, some types of construction on the existing readway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming. Final Environmental Impact Statement and Phase I Design Report for the project.



Comment #67: Honorable Larry Russell (cont.) City of Fulton

ENVIRONMENT

The environmental impact of increased truck traffic through Morrison's historic district is significant. Alr quality and noise levels in that restricted corridor will deteriorate further. Fuel consumption will increase with longer waits at stop lights and side streets. The potential for hazardous cargo releases increases with congestion. The consequences of releases adjacent to downtown businesses and residences are more severe.

PRIORITY

At the very minimum, a bypass of Morrison (preferably the southern route) should receive highest priority. The impacts on farmland with a bypass are more than offset by increasing deterioration of Morrison and wasted fuel and hazards for motorists, pedestrians and bicyclists.

Please consider our view of the impacts of this Hwy 30 project.

Mayor Russell

City of Fulton, IL

Response to Comment #67 (cont.)

Please be aware that additional opportunities will be evallable for you to provide input on this project study as it develops. Your commants are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us/30/indext.html or contact the project hotino at 1-866-ROUTE30 (1-868-788-8330).

Sincerely,



Comment #68: Jim Wise, City of Morrison

CITY OF MORRISON

200 West Main Street
Morrison, Illinoits 61270-2400
Fax: 815-772-4291
morrisonii.org



Office of Jim Wise • City Administrator

June 15, 2010

Illinois Department of Transportation:

In response to the June 15, 2011 Public Hearing regarding the Illinois Department of Transportation Route 30 Improvements. The City of Morrison requests that the following information be entered into the official record.

The city of Morrison has previously informed the Illinois Department of Transportation that the proposed Route 30 Improvements be completed south of the city more specifically, routes that have been previously identified as Corridor Sections 1-A, 2-L, 3-C and 4-B. This position was officially adopted by the City of Morrison by form of resolution 08-04, on November 10, 2008. Today, the City of Morrison reaffirms this position. A southerly route as designated by the Illinois a Department of Transportation, by any nomenclature, is the city's preferred choice of routes to be used for the Route 30 Preaway that will be built between I-40 at Rock Falls, Illinois and Route 136 at Fulton, Illinois.

We welcome the continued efforts of the Illinois Department of Transportation to improve traffic conditions thru Northwestern Illinois and Whiteside County, Improvements to Route 30 will increase economic development apportunity, and improve the quality of life for the more than 50,000 citizens of Whiteside County and City of Morrison.

If you should require any further information from the Gity of Morrison, please do not hesitate to contact us,

Respectfully,

Am Wise

Administrator, City of Marrison

Response to Comment #68



Ilinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 23, 2011

Mr. Jim Wise, Administrator City of Momison 200 W. Main Street Morrison, IL 61270

Doar Mr. Wise:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed attentatives, as well as the no-build elientative. This information will assist in further study for the upcoming final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be excliable for you to provide input on this project study as if develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further roominates or concerns about the study, or would fits to bearn amore about the project, please wist the project uvebsite at http://www.doi.il.cov/wa32/mc/ax.l./tmll or contact the project hotien at 1-866-ROUTE30 (1-866-780-8330).

Sincerely.

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/kw-0194/sb



Comment #69: Honorable David H. Blanton City of Rock Falls

City of Rock Falls

603 W. 10th Street Rock Falls, IL 61071-2854

David H. Blanton 815-622-1110



William B. Wescott 815-622-1104 がらいた。

June 23, 2011

City Administrator Richard J. Downey 815-564-166

Mr. Erlo S. Therkildsen P.E. Acting Deputy Director of Highways Region Two Engineer, IDOT 819 Depot Avenue

Dixon, IL 51021

Dear Mr. Therkildsen;

This latter is written in support of the Route 30 project in Whiteside County. While the City of Rook Falls has been Indirectly involved in the Community Advisory Group, I wanted to make sure that we officially went on record as being in support of the southorly route boing chosen as the preferable route.

southerly path in the Morrison ense in Whiteside County, we feel our local as well as regional This is an important project for our county and with this new four-lane route taking the economies will benefit and enable our communities to grow.

Thank you for taking the time and consideration in this matter.

Sincerely,

自然を David H. Blanton Mayor DHB/sbf

÷ ATTAINED TO THE STANKING NEWSCOOL JUN 2.7 2011 ÷ RECEIVED REGION 2 1 : :-

"Proud of Our Rast - Confident of Our Future"

Response to Comment #69



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2 819 Depot Avenus / Dixon, Illinois / 61021-3509 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Willseike County Job No. P-82-107-07 US 30 from IL 136 to IL 40

June 27, 2011

Honorable David H. Blanton Mayor, City of Rock Falls 603 W. 10th Street Rock Falls, IL 61071-2854

Dear Mayor Blanton:

Thank you for expressing an interest in the U.S. Route 30 Conridor project. Your comments regending your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build allemative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to bean more about the project, please visit line project website at https://progreggi.ip.cn/insa/domest-line] contact the project hotina at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Acting Deputy Director of Highways, Eric S. Therkildsen, P.E. Region Two Engineer

S&Prijm-020B/sb



Comment #70: Honorable Charles "Skip" Lee City of Sterling



June 14, 2011

Illanois Department of Transportation

819 Depot Avenue

Dixon, IL 61021

US 30 Environmental Impact Statement & Phase 1 Design Report

To Whom it May Concern,

from the local communities and organizations, and Business owners from Whiteside County have meet The City of Steriling would like to go on record as supporting the efforts to widen US Route 30 through Whiteside County to four lanes from 1L Route 135 cast of Fulton to 1L Route 40 in Rock Fells. Over the last several years the Community Advisory Group (CAG); made up of elected officials, representatives iirelessly to support the widering of Route 30 through Whiteside County.

Industrial Park could provide for economic growth apportunities, not only in Morrison, but also could be As several alternatives are being considered for this 4-bne facility, it is the beliaf of the CAG group, and the City of Sterling supports this viewpoint, that Alternative 5, which would bypass Montson to the south, would be the most effective and least disruptive alternative. One very compoling reason to support Atemative 5 is its proximity to the Morrison Industrial Park. Maying the new route near the extremely beneficial to growth in Sterling.

increasing US Route 30 to four lanes, and slightly altering its route to the south, would greatly increase the safety of travel along this stretch of road for our residents who use Route 30. Especially for those who use it daily. Thank you for the opportunity to submit our viewpoint on this project.

Charles "Skip" Lee Mayor, City of Sterling

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City of Sterling, Illinois

212 Third Avenue Sterling, Illinois 61081 (815) 532-5621 (phone) (615) 632-6071 (fax)

Response to Comment #70



Illinois Department of Transportation Division of Highways/Region 2 / District 2819 Depot Aversule / Disco, Illindis / 61021-3300

PROGRAM DEVELOPMENT

STUDIES AND PLANS FAP Roule 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Wilhtes 46 County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 23, 2011

Honorable Charles "Skip" Lee Mayor, City of Sterling 212 Third Avenue

Sterling, il. 61031

Dear Mayor Lee:

Trank you for expressing an interest in the U.S. Route 30 Corndor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project Study confines.

Over the next several months, we will be reviswing all commonts recoived regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental trapact Stellement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further continents or concerns about the study, or would like to fear more about the project website at http://www.doc.li.gov/us20fnadez1.htm] or confact the project holline at 1-888-ROUTE30 (1-866-758-8330).

Acting Deputy Director of Highways, Region Two Engineer Eric S. Therk³dsen, P.E.

58Pfw-0198/sb



Comment #71: Betty J. Steinert



June 15, 2011

Re: U. S. Highway 30 four lans DEIS

Unois Department of Transportation Mr. Eric S. Therkildson, P.E.

819 Depot Avenue

Dixou, IL 61021

Dear Mr. Therkilösen:

DEES was received by Whitestia County on May 13, 2011 and was directed to me for review. First of all I would like to thank you and IDOT staff as well as the consultants for all of the hard work and operatess on this project. Everyone has been very accommodating with requested informetion and attendance at meetings to answar questions

I. as Whitaside County Economic Development & Interprise Zone Administrator, have been very involved in the effort to look at the possibility of a four-lane U.S. Highway as well as help shown facility for the project. I have done so not only to keep Whiteside County bound manners informed and engaged but also for the safety of our calizons, travelers and the modeled economic. growth within our county and region the four-lane will bring.

In attending most CAO meetings and reviewing the DMS we see in support of the Build Alternative 5, Southerly Routel This Southerly Route will be the less fit for the City of Monison for future growth. It will not be the best route for growth but will be less costly, finger access will be removed from facts productions, and fewer residences displaced.

14 shows the DC is closer to the med than it really is. In fact Whitesele County owns most of the property stown on the map in orange. This property was one is sailly purchased by Walmart as a drainage ditch and is now owered by Whiteseles County. The actual Walmart DC brilliang and i would like to make note that the Wal-Mart Distribution Center location on Exclibit 3-19, Page parking is more to the west of U.S. Highway 30.

Bety 1. Stranet, Administrator Sincerely Yours,

Whiteside County Economic Development & Whiteside / Carroll County Euterprise Zone.



Betty ¹, Steinert, Administrator - Instiner@Affactik.org Websin was alreakenpted - Whrack Comp. Combart - 300 Units. Mentral Repth - Bett 1915 22 2755 - Factor (1975) -Navy Enter granis in Coroll and Wagner when

Response to Comment #71



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Toom

103 Lanter Court

Collinsville, IL 62234-5124 1-866-ROUTE 30

PROGRAM DEVELOPMENT

FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 STUDIES AND PLANS Whiteside County

July 1, 2011

US 30 from IL 136 to IL 40

Job No. P-92-107-07

Whitesido County Entorprise Zona & Economic Devalopment 200 East Knox Street Morrison, IL 61270 Ms. Betty J. Stehnert. Administrator

Dear Ms. Steinert

Thank you for expressing an interest in the U.S. Route 30 Conflor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

Exitiviti S-10, Page 14 straws the DC is closed to the road than it really is. In fact Whiteside County owns must of the proposity shown on the map in orango. This proposity was onegone to proposed by Wal-Mard as a disainage differ and is now owned by Witheside County. The actual Wal-Mert DC building and parking is "I would like to make note that the Wal-Mart Distribution Center focation on more to the west of U.S Highway 30.

easement or somathing similar in the area where Wat-Mark still owns the underfind stee. We have no further information that Withrestoc County owns the portion of the property in question. If you have a source that can halp us verify a change in property owner information, please let us know so we can get this The property owner information shown in the Dreft Environmental Impact Statement was obtained from Whiteside County's Geographic Information System (GIS) in 2010. This data highlights that the County has a drainage information corrected. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.



Response to Comment #71 (cont.)

Ms. Betty J. Steinert July 1, 2011 Page 2 Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hottine at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #72: Honorable Mike Boland



Illinois Department of Transportation

819 Depot Ave Dixon, II. 61021 Ladks and Gentlemen:

I am writing in regards to the Public Hearing that is happening today regarding the continuance of the Rwy. 30 Project In Whiteside County, IL The communities along this corridor have suffered double digit losses in population according to the last corous figures. They have high unemployment numbers, and the present two hear U.S. Highway 30 isotopeorus. I am told that this 19 mile stretch of hwy experienced, One hundred Seven Accidents in year 2010, and this number close not include deer collisions. This accident report, by Itself, indicates to me that the need to convert this to a four-lane highway is great!

option. I would say that with this economic condition in this area, the NO BUILD is not an option at all. When is was the State of Illinois Representative that covered this area, I was able to match the funds that Senator Durbin cormarked for this project in the amount of, 57,000,000. In all over \$15,000,000 proposed, as well as a route that veers South around Morrison, and, the NO BUILD option is still an I have been to two other Public (nput meetings, and I understand that a route to the North is will have been allocated toward this project, and it just must be continued?

both of them agreed that the Southern Route would be the best choice for them and for Morrison. This i spoke with Mayor Larry Russell of Fulton, and Darb Suehl-Janis about th project just yesterday, and will give Morrison the reeded overpass to enable emergency vehides to cross the Union Pacific Rail Tracks in their community and get them to the South side of their City. This will also open up development for an industrial park in Morrison. The South Route is my cholos, and i encourage continued support for this effort.

I will not be able to attend the Public Input Meeting tomorrow, June 15^{th} , however, I would like it noted that I do support this continued offort and I thank you for concidering my knout regarding this Important project.

309-755-1172

District 71 State Representative Yours respectfully, Ohe Soland Mike Boland, former

Response to Comment #72



Illinois Department of Transportation

FILE COPY

Division of Highways I Region 2 / District 2 819 Depot Avanue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Raute 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County

Lune 29, 2011

JS 30 from IL 136 to 1L 40

Job No. P-92-107

Homorable Mike Boland 3658 First Street East Moline, IL 61244 State Representative

Dear Representative Boland:

comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group as we complete the Final Environmental Impact Statement for the project. Thank you for expressing an interest in the U.S. Route 30 Corridor project.

We understand your concerns regarding the collision history within this corridor. As you may be aware, collision information is retrieved from the local, county and State police depeturents and seat to IDOT's Carriat Office in Springfield, Illinois. This information is then completed and distributed to IDOT's District offices for use in evaluating US 30 readersy within the 24-ride project study area, at Ital of 107 accidents occurred resulting in 80 Injuries and zero festilities until 107 accidents occurred resulting in 80 Injuries and zero festilities during 2010. These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision (2), other object-off road (1), overturned-off road (2), rest end (37), sideswipe-opposite direction (3), sideswipe-agne direction (3), and furning (20).

Following are the number of collisions and approximate percentage of collisions for specific segments of the rozdway throughout the project study area:

Location of Collisions	# of Collisions	% of Collisions
IL 136 to west of Morrison	50	13
City limits of Morrison	23	21
East of Momison to Moline Road	22	21
Moline Road to £ 40	. .	.68
	3	5

Prease note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is aircady constructed as a five-lane urban roadway section.



Response to Comment #72 (cont.)

Honorable Mike Boland June 29, 2011 Page 2

was used to supplement the Corridor Study for an Origin-Destination Study and for further analysis on the western termini. The completion of both studies identified a need to prepare an Environmental Impact Statement (EIS) and Phase I Design Report for the U.S. 30 Route from IL 136 east of Fulton to IL 40 in Rock Falls. The As you know, the funding for this project was initiated in 2002 with \$750,000 in special funding for the Corridor Study. In 2004, an earmark amount for \$250,000 funding for the Phase I engineering was then secured through five earmarks that provided approximately \$6.2 million and \$1.55 million from the Federal and State governments, respectively.

Most recently, a special appropriation was made for \$476,000 from the Transportation, Community, and System Preservation Program with the State providing an additional \$119,000 to match the funding to a total of \$594,000. In all, approximately \$9.5 million has been altocated for the Confdor and Origin-Destination Studies and the Phase I engineering for this portion of U.S. Route 30.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative, which is required to be part of the study under Federal guideknes. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project. Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.htm or contact the project hotine at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.

Acting Deputy Director of Highways, Region Two Engineer

S&P/Ijw-0207/sb



Comment #73: Boland Farms

Boland Farms

Morrison, Illinois 61270 Telephene: 815 772 2840 Cell: 510 610 6213 [3696 Bunker Hill Road E mail: rbrs@aol.com

Ulinois Department of Transportation

Mr. Bric S Therkildsen, P.E.

Dixon, Illinois 61021 819 Depot Ave.

Attn: Mr. Therkildsen

Re: Morrison, Illinois Route 30 Bypass

My letter to you is simply to voice my and my family's objection to either proposed bypass route to Morrison, Illinois.

from food production, taxing values to the county, state and federal governments and destruction of a "way of life" for many tarm families would be counter productive to all involved. this bypass would be a sad conversion of a valuable resource. Subtracting "bypass consumed" land the community, our state and country. Devastating hundreds of acres of prime farm land to build We presently own and farm land in the Morrison, Illinois and understand its value to our family,

This is a true waste of an irreplaceable resource.

I believe the benefits to the "specials interests" promoting this project cannot offset the real costs and losses to those wanting it not to go forward.

Morrison benefits from traffic thru its business district. I believe any bypass would not be in the community's best economic interest now or in the future.

I would appreciate you considering the "no build" option.

Kichard Boland

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Response to Comment #73



Minois Department of Transportation

FILE COPY

Division of Highways, Region 2 / District 2 819 Depot Avenue / Dixon, Timois / 61021-9500 Teleptione 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Witteside

Job No. P-92-107-07 US 30 from IL 136 to 1L 40

July 27, 2011

13696 Bunker Hill Road Boland Farms

Morrison, IL 61270

Dear Mr. Boland

Thank you for expressing an interest in the U.S. Route 30 Comidor project. Your commonls regarding pranteness of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues. Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, es twell as the no-build attentative. This information will assist in further study for the upcoming Final Environmental Impact Sistement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please with the project website at http://www.dot.il.gov/his39/nadexi.likm or contact the project holine at 1-856-ROUTE30 (1-866-768-8330).

Sincerely,

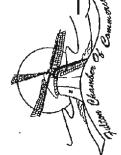
Ein S. Thath

Eric S. Thorkidsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/fw-0223/49



Commont #74. Heather M Rennett



415 11th Ave. Fulton, IL 61252 Phone: 815-589-4545 Fax: 815-589-4421

www.cityoffulton.us

Mission Statement

The mission of the Fulton Chamber of Commerce is to enhance the economic direct and to promote the business community for the benefit of the greater Fulton area.

Board of Directors

Grey Naftzger President KROS Broadcosting Patti Housenga Vice President Community State Bank Charles T. Dykstra Interiors Antiques, Etc.

Phylis Housenga

I" Sateway Credil Union Edie Lanz

First Reformed Church Kim LaShelle

Lockhort & Law Insurance Steve Owen

Bosmo-Reakes Funeral Homes

Jami Smith Smitty's Welding Service Tamotby Wright

Wagner Pharmacy

une 15, 2011

The Fulton Chamber of Commerce Supports a four-lane U.S. Routa 30 extending from Fulton, Illinois to Rock Falls, Illinois. A modern four-lane route will improve safety and create economic development opportunities within Whiteside Courty. The Fulton Chamber of Commerce prefers Alternative Route 5, the south route around Morrison, Illinois. Alternative 5 is the best option because it displaces less home owners, it is within close proximity of Morrison's Industrial Park, allows north Morrison to develop residential housing, and is a less expensive route to construct.

Due to the Increased traffic numbers and the dire need for a modern transportation system, the no-build option is NOT an option.

We thank you for your consideration and we look forward to moving alward with a safe and modern transportation system for Whiteside County.

Sincerely,

Hather III. Ennest Heather M. Bennett

Executive Director, Fulton Chamber of Commerce

"A Wesion Born of Heritage"

Resnonse to Comment #74

Ilinois Department

Illinois Department of Transportation

Dhiston of Highways? Region 27 District 2 819 Depot Avenue / Dixon, Illinots / 81021-3500 Totephone 815284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Routs 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Willreside County Joh No. P-92-107-07 US 30 from IL 136 to IL 40

June 23, 2011

Ms. Hawher M. Bennett, Executive Director Fulbn Chamber of Commerce 415 11^a Avenue

415 11" Avenue Fullon, IL, 61252

Dogr Ms. Bennett:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input one an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSQ) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the ro-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phrase I Design Report for the project. Picasa be aware that additional organizational be available for you to provide Input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project ctudy roord.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would fix to beam more about the project, pleases visit the project wobattle at http://www.dct.il.com/as0inabat.html or condact the project policy or 41-866-8701 TEOU (7-866-789-8501).

Sincerely,

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

S&P/gw-019G/sb



Comment #75: Doug Wiersema

Commerce Chamber of

801 W. 10th Street · Bock Fals, JL 611.71 · vorw. rockfellschember · coon Phone (915) 625.4500 · Fex. (815) 625.4508

15 June 2011

To: Kinoks Department of Transportation

This letter is writen in support of the U.S. Rt. 30 road widening project in Whitesider County, Binche from Fellon to Rock Fells. Widening the roadway from two banes to four lance, we believe, would finite economic activity along the route in an afroady depressed area of the state.

While the Rock Fails Chambar of Commores fully supports the entire protect, our main concern is that the location to account to the fails of the fails for the fails are closed an Eve front by the Rock fails and located an Eve front by the Rock fails and located an Eve front by the Rock fails and location accent on the scart acte of the olly limits. A four kane need widening to the cry's west of finits, we before, would sput contained.

The City of Rock Falls is nearing completion of a 425 million sewer pent that is objecont to the proposed roadway, helping to spur more economic development with irritastructure that would be shovel ready for dividepment.

On behalf of the 350 members of the Rock False Chamber of Commone, we stroken; y urge the illinds Department of Transportation to continue with this viral project.

Respectfully submitted,

dright of

Daug Wiesema President/GEO Rock Pals Chamber of Commerce Membert/JS Rt. 30 Advisary Commilkee



Response to Comment #75



U.S. Route 30 Environmental Impact Statement and Phaso I Dusign Report U.S. Route 30 Project Study Team 103 Lanter Court

Collinsville, IL 62234-6124 1-866-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Job No. P-92-107-07 US 30 from IL 136 to IL 40 Whiteside County

June 29, 2011

Mr. Doug Wiersema

PresidenUCEO, Rock Falls Chamber of Commerce 801 West 10th Street

Rock Falls, IL 61071

Dear Mr. Wiersema:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments witl be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"While the Rock Falls Chamber of Commerce fully supports the entire project, our main concern is that the roadway be finished in its entirety all the way to Rock Falls."

If a build atternative is selected, it would be the Department's desire to obtain enough funding to upgrade the roadway from IL 136 to east of Prophetstown Road in Rock Falls. It is enticipated that this improvement would be built in phases and constructible sections will be identified. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreclated and we will ensure that they are incorporated into the project study record.

Thank you for your parkipation and interest in the project. If you have further comments or concorns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.ii.ago/lus/0.html or contact the project halfine at 1-886-ROUTE30 (1-886-768-8330).



Sandra J. Henrekin Comment #76:



Rock Falls Community Development Corporation 309 First Avenue • Rock Falls, IL. 61071 Phone 815-626-8053 • FAX 815-626-7351

June 17, 2011

Mr. Erk S. Therkikksen P.E. Acting Deputy Director of Highways Regton Two Engineer. IDOT

819 Depot Avenue Dixon, IL 61021 Dear Mr. Therkildsen;

I am writing this fetter in support of the Roufe 30 project in Whiteside County. While our office has been involved in the Community Advisory Group, I wanted to make sure that we officially went on record as being in support of the southerly route being chosen as the preferable route.

This is an important project for our county and with this new four-lane route taking the southerty path in the Momison area in Whiteside County, we feel our tocal as well as regional economies will benefit and enable our communities to

Thank you for taking the time to consider this letter of support,

Sincerely,



Sandra J. Henrekin Executive Director

American Common of Mark JUN 2 0 2011 #ECEIVED REGION 2

Response to Comment #76



Illinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avanue / Dixon, Illinois / 61021-3600 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 177, 16, 15, 110) PE 1 Mintaide County John Cp-92-107-07 US 30 from IL 136 to IL 40

June 23, 2011

Sandra J. Henrekin, Executive Director

Rock Falls Continuity Development Carp. 308 First Avenue Rock Falls, It. 61071

Dezr Ms, Hennekin:

Thank you for expressing an laterest in the U.S. Roule 30 Cornider project. Your consments and Input are an Important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project. study continues.

Over the next servaral months, we will be reviouing all comments neceived agarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming final Environmental Impact Stelement and Phases I Design Report for the project.

Ploaso be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further room and in the study or vectof like to learn made about the project, pleases wish the project wabbite at http://www.drail.com/ut/0f/interi.lbrol or onflect the project bolline at 1-866-ROUTE30 (1-866-R330).

Sincerely,

Eric S. Therkildson, P.E. Acting Deputy Director of Highways, Region Two Engineer

SRP/[w-0197/sb



Comment #77: Julie Allesee



721 South Ind Street P.O. Box 1024 Claison, Iown \$2733-1034 Prone: (\$60) 242-5800 Proc (\$60) 242-5800 www.cilinoch.com chamber@@filesolds.com

June 15, 2011

Mr. Eric S. Therkildsen, P.E. 819 Depot Avenue Dixon, Illinois 61021

IDOT PUBLIC HEARING HIGHWAY 30 Dear Mr. Therkildsen: On behalf of the Clinton Area Chamber of Commerce Board of Directors and Members, I would like to express our support of the Iffinois Fighway Project that will run south of Morrison.

In reviewing the options available, it would appear the alloviation of traffic and the least disruption would occur with the South route. In addition to this factor, the increased commerce brought to the region when opening this route will create a positive economic impact to all

With increased euroliment at Ashford University and Chinton Community College in the Clinton area, you will see expanded use of those routes that connect Cliticago via-188. In addition, this will serve as a major link that will service area industries along the corried from Highway 30 West. Safety, and flow of traffic is the primary goal for developing routes that move traffic from one key area to another. Clinton is a connector neighboring community in lowa that has been working very hard to four-land righway 30 across the Status out that a substantial flow of traffer will open up a new route that will allowine congression on interstate 80 in lowa. Growth and development occurs when transportation is readily available for moving commerce from one area to another.

Thank you for the opportunity to express the views that represent our constituents and members of your neighborhood community and state.

Working together, we can make our region grow and prosper.

Sincerely,

Mili Melece
Aulie Allesce
President

Think Positive....BE POSITIVE CAMANCHE

CLINTON

FULTON

Response to Comment #77



Illinois Department of Transportation

> = = = =

Division of Highways Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County Job No. P-22-107-07 US 30 from It 136 to It. 40

June 23, 2011

Ms. Julie Allesse, President Cinton Area Chamber of Commerce 721 S. Second Street Clinton, JA 52733-1024

Dear Ms. Allesee:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be raviewing all commants received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcomfug Final Environmental impact Statement and Phase I Design Roport for the publied.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appraclated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would first to learn more about the project website at https://www.adoi.li.com/us/giridati.limgi confact the project hotines at 1496-ROUTE00 (1486-768-8339).

Sincerely,

Eric S. Therkildson, P.E.

Acting Deputy Director of Highways, Region Two Engineer

S&P/gw-0195/sb



Comment #78: Steven G. Ames

86/14/2811 18:46 Regional

The Amstrong Building 144 8th Avenue South Cinton, IAS2732

583.242,4536 phone 583,242,4554 lax

www.clintondevelopment.com

82 P P

SABC

5632424554

June 13, 2011

Mr. Eric S. Thankildsen, P.E. 819 Decot Avenue Dixon, Illinois81021

IDO3 Public Hearing for Hwy 30 Environmental Impact Statement & Phase I Design Roport

Dear Mr. Tharkildson:

We expressed the opportunity to comment on potential impacts of the U.S. Hwy 30 Project between Fulton and I-88.

We have followed this project closets, because this segment of I-My 30 to the Chicago region and I-BB is way ordicated forwa, as well as lifence. Safety and delays are a traigle concern and I-BB is very ordicate for lower, a lower lower, increasing runnbers or dudorins are straigle concern of all who taxed aging this route. Increasing runnbers or dudorins are taxified this corridor each day, in all types of weather; is emplicant is more associated and another continuate College in limited; as these institutions are located at either end of the Routs of that a transfer such, Additionably, high school buses from both lifnies and lower left on this route, are opportant vocational desses have been recently an ourcentaged at either ends of the route.

Continence and associated eruployment in the Illinois and lown regions require this aferth of Highway 30 to be improved. Jown has already committed to a 4-lane corridor for Hwy 30 from the west, Illinois has committed to I-88 from the east. The moralining stretch of Highway 30 that is under study is a critical link. Major inclusives truther study is a critical link. Major inclusives truther study is a critical link. Major inclusives throughout the Ollinon region roly heavily on truching. Alterwater, limited-access reads are critical for just-hims deliveries. Pressure on this rotation, lowing its free Storm flow in Lincolninary inclusives Real A. Park, located in Clinton, lowing its completed over the next how years. This have major freligh of the table dependent on whermodel transportation of freight, is and from, the Union Peaffice roath casel-west flow, it measured truck traffic will compound coagusation and clovate safely concerns.

We are very concerned that the "no-build" opdoin—that of enlarging the adding Neture 30 conflor only and efficient go enlarged of attenuality as supporting outes a project of a characteristic order only and efficient set of the supporting outes around Montraco—emails an option. Safety and economy dictate instruction matter that we have however pleased that the ablantate nouts-options as objected will fulfat the ordering they 30 conflor whenever possible. Major fine ferminals, grain alongs complexes, and grain processors such as Archer Deniels Middend, require old-weather mosts, as the delibrative routs of proposor. Those businesses need the valuable crop land that these ellerantive routs proposor. farmland,

Thank you for including our views on the impacts of the Hwy 30 Project.

Steven G. Ames President & CEO

Response to Comment #78

Ilfnois Department of Transportation

DMston of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPWENT STUDIES AND PLANS FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Winteside County Job No. P-92-107-07 US 30 from IL 136 to IL 40

June 23, 2011

Steven G. Ames, Prosidont & CEO Clinton Regional Development Corp. The Amsterney Building 144 8th Averus South Clinton, IA 52732

Dear Mr. Ames:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed attentatives, as we tay the no-build alternative. This information will assist in further study for the upcorring Floal Environments impost Statement and Phase I Design Report for the project.

Pleaso be aware that additional opportunities will be avaitable for you to provide Input on first project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please will the project website at http://www.dot.ii.sov/us30/index1.lsml or contact the project holline at 1-856-ROUTE30 (1-866-768-8330).

Sincerety,

Eric S. Therkildsen, P.E.

Acting Deputy Director of Highways, Region Two Engineer

S&P/jw-0185/sb



Comment #78: Steven G. Ames (cont.)

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Too Mac Erics Their kildsen From Storen G. Armes

From SIS-384-5486 Pregen S. (Mechanic Fax cover change)

From SIS-384-5486 Pregen S. (Mechanic Fax cover change)

From Source Description Oct.

Red Oct.

Commission

Please see attached letter regarding
the IL DOT Ruldies Hearing for Hung 30
en June 15, 2011, in Norrison, II. Bease

Openest over comments of he fearing.

If you have any austrians, so not fluitate to Contest MR. Ames directly @ 563-342-4536.

Home How Bill



Comment #79: Kenneth Tiesman



Fulton, Illinois Kiwanis Club "IG THE CHILDREN OF THE

June 14, 2011

Illinois Department of Transportation

819 Depot Ave

Dixon, 11. 61021

Ladies and Gentlemen:

The Fulton, II. Khvanis Club has two members. Mayor Larry Russell, & Barb Suehl-Janis that are mambers of the CAG Group, and they keep us informed as to the happenings of the proposed four-lane project regarding. U.S. Route 30 in Whiteside County.

Our communities have suffered double digit tosses in population according to the last census figures. We have high unemployment in this area, and the present two lane U.S. Highway 30 is dengerous. Barb, presented our group with a stat sheet from the Whitcaide County Speriff's Office showing the number of accidents that this corridor has expedienced in 2010. One hundred Seven Accidents, and this number does not include deer colfisions. This accident report, by itself, makes us feel that the need to build an additional two lanes on this East West corridor is Greatl

We understand that a route to the North is proposed, as well as a route that veers South around Morrison, and, the NO BUILD option is still an option. To us, the NO BUILD is not an option if we are to experience economic growth and development.

Our Club likes the South Route the best. This will give Morrison the needed overpass to enable emergency vehicles cross the Union Pocific Rail Tracks in their community and get them to the South side of their City. This will also open up development for an inquistrial park in Morrison. The South Route is our choice, and we encourage continued support for this effort. We will have members attend the Public Input Meesing tomorrow, June 15°, and we thank you for considering our input regarding this important project.

PROSEDUI DEVELOSACIONISTOS CONTROLLOS CONTRO	JUN 1 6 2011	TO CONTRACTOR DESCRIPTION OF THE PROPERTY OF T
15010	30 00 1	2420

1 Kenneth Tiesman Club President Yours respectfully,

Response to Comment #79



U.S. Route 30 Environmental Impact Statement and Phase I Design Report U.S. Route 30 Project Study Team

103 Lanter Court

Collinsville, IL 62234-6124 1-866-ROUTE 30 PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whitesico County

US 30 from IL 136 to IL 40 Job No. P-92-107-07

June 29, 2011

Konnoth Tiesman

President, Kiwanis Club of Fulton

Fulton, IL 61252 P. O. Box 81

Dear Mr. Tlesmark

comments regarding preference of a southern afgrument will be taken into consideration by IDOT and the Project Study Group as the project study Thank you for expressing an interest in the U.S. Route 30 Corndor project. Your

We have reviewed your commonts and our responses are noted below:

1.) Barb presented our group with a stat sheet from the Whiteside County Sheriff's Office showing the number of acidents that this contidor has experienced in 2010. One hundred Seven Accidents, and this number does not include deer collisions. We understand your concerns regarding the callision history within this corridor. As you may be aware, collision information is retrieved from the local, county and State police departments and sent to IDOT's Central Office in Springfield, Illinois. in evaluating and developing roadway projects. In reviewing this collision data for the existing US 30 roadway within the 24-mile project study area, a total of These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision This information is then compiled and distributed to IDOT's District offices for use 107 accidents occurred resulting in 50 injuries and zero fatalities during 2010, (2), other object-off road (1), overturned-off road (2), rear end (37), sideswipe-opposite direction (3), sideswipe-eame direction (3), and turning (20).



Response to Comment #79 (cont.)

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location of Collisions	# of Callisions	% of Collisions
IL 136 to west of Morrison	20	19
City limits of Marrison	23	21
East of Morrison to Moline Road	22	21
Moline Road to IL 40	42	39•
	107	100

Please note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is already constructed as a five-lane urban roadway section.

 To us, the No Build Afternative is not an option if we are to experience economic growth and development. Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed allernatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #80: Michael W. Hastings



JO-CARROLL ENERGY, INC. (NFP) A Touchwore Energy Cooperative (KL) 273 U.S. Rove 20 West. P. O. Box 390 - Endwern, H. 61038 - 815/858-3207 - 800/859-5322 - FAC 813/858-3731

June 15, 2011

Illinois Department of Transportation Mr. Eric S. Therkildsen, P.E.

819 Depot Avenue

Dixon, 8. 61021

RE: Public Hearing Input on the Rock Falls to Fulton Corridor Impact Study for Hwy 30

Dear Mr. Therkildsen:

support received at both the foderal and State levels. The safety and environmental impacts of a no-build epproach are significant. We share the following concerns with those As the electric power company for much of the northwest comer of liknots, we at Jo-Carroff Energy are always in contact with many community leaders. We agree with those leaders in their concern that a "no-build" option still remains in consideration given the amount of community leaders:

The high accident rate on the subject stretch of Hwy 30 will only increase in the morths ahead with expanding college campuses at each and of the condor and a major Rail Port complex under construction in Clinton. Design modifications to the current 2-lane roadway carnot resolve this growing safety ksue.

ENVIRONMENT

The environmental impact of increased bruck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further. Fuel consumption will increase with longer walke at stop lights and side streets. The potential for hazarrobus cargo releases increases with congestion. The consequences of releases adjacent to downtown businesses and residences are more severe.

PRIORITY

Please consider the impacts raised above in removing the "no build" option from the list of possibilities regarding the Hwy 30 project.

Sincerely,

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L REGION THOUSEM Contractorisms for Express Correspondence for Response JUN 17 20!! RECEIVED REGION 2

JO-CARROLL ENERGY, INC. (NFP) Middle On Charty Michael W. Hastings President and CEO

Response to Comment #80



U.S. Route 30 Environmental Impact Statement and Phase | Design Report U.S. Route 30 Project Study Team

103 Lanter Court Colfinsville, It. 62234-6124 1-866-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110) PE 1 Whiteside County

US 30 from IL 136 to IL 40 Job No. P-92-107-07

June 29, 2011

Michael W. Hastings

President/CEO, Jo-Carroll Energy, Inc. 793 U.S. Route 20 West

Elizabeth, IL 61028 O. Box 390

Dear Mr. Hastings:

Thank you for expressing an interest in the U.S. Routs 30 Comidor project. Your comments and Input will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"Please consider removing the "no build" option from the list of possibilities regarding the Highway 30 project."

In the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the Although the no-build alternative might not seem reasonable, it must be included basis to compare against any proposed build atternatives. If the no-build attentative is the preferred alignment, then existing U.S. Route 30 will continue to be mainterined by the State. In addition, some types of construction on the axisting roadway such as resurfacing, and authensing safety and geometric improvements may be required depending on traffic needs and highway conditions. Ovar the next faw months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Envirormental impact Statement and Phase I Design Report for the project.



Response to Comment #80 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project holline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #81: Jeremy Baker

Lisa Askew

Courls, Gabriel [Gebriel Courts@illinols.gov]
Monday, June 20, 2011 12:01 PM
shelian budson
Lisa Askew
Web Email from Jeremy Bakor - #70049

Sent: To: Cc: Subject:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70049. Your prompt attention is greatly appreclated.

Gabriel Courts

Illinois Department of Transportation

Friday, June 17, 2011 9:09 AM Web Mail from Jeremy Baker jeremyone11@yahoo.com ---Original Message-From: Sent:

Subject:

15689 Norrish RD Jeremy Baker **US30** Web Page: Address: Name:

Marrison, IL 61270 815-772-8217 Vork #:

s would like to express a vote of no changes to the existing road. The group of people that expressed siterest moved, I would vote for a south route because the industrial center for Morrison is South of town and trucks suffer far more than anticipated and the land that would be affected by destruction too great. If it does get in moving the highway do nto want the town to grow. A good example of this was back in the 1980s when routed to this area would still need to go through town to get to this industrial site. This would defeat the Ethan Allen wanted to expand and the city would not allow it. Also, I feel that the town businesses would purpose of rerouting US 30 because trucks would still need to travel through town. Removing the heavy trucks from local streats was the original reason told to the public for the rerouting to start with.

I am not sure if I can still get this information to count but I have made an effort.

Response to Comment #81

Lisa Askew

Lisa Askew (laskew.hudsonassoc@sbcglobal.net) Thursday, June 23, 2011 3:35 PM From: Sent:

'jeremyone 11@yahoo.com'
'Codris, Gabriel'; Carla.Kelly@ilänoks.gov'; Williams, Jennifer J'; Becky Marruffo; 'Walton,
Mike', 'Jacquo', Bridgett', Calhoun, Jill', 'Shelia hudson'
Wike', 'Jacquo', Bridgett', Calhoun, Jill', 'Shelia hudson'

Subject:

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Dear Mr. Baker:

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide input on this project study as it

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at

http://www.dot.il.<u>gov/us30/index1.html</u> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330)



Comment #82: Ruth Gundlach

Response to Comment #82

Lisa Askew

Couris, Gabriel (Gabriel, Couris@Ilnois.gov) Monday, Juna 20, 2011 10:47 AM shella hudson Lisa Askew Web Email from Ruth Gundlach - #70030 Cc: Subject: From: Sent:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70030. Your prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

---Original Message

ruth. Rundlach. g8x8@statefarm.com Thursday, June 16, 2011 9:28 AM Fram: Sent:

Web Mail from Ruth Gundlach Subject:

US30 Web Page:

619 E Lincolnway **Ruth Gundlach** Address: Name:

Morrison, IL 61270

815-772-2101 Work #:

Comment: It is important to have Route 30 bypass for downtown Morrison. I support the southern route.

Lisa Askew

Lisa Askew (jaskew.hudsonassoc@sboglobal.net].
Thursday, June 23, 2011 2:05 PM
ruth.gundlach, göx8@statefarm.com'
Youris, Gabriel': Carla Kelly@illindis.gov; Williams, Jennifer J': "Walton, Mike'; 'Jacquot, Brüggett': Calhour, Jil'; 'shella hudson'
Web Email from Ruth Gundlach - #70030 From: Sent ö

Subject:

Dear Ms. Gundlach:

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as wel as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide input on this project study as it

Thank you for your participation and interest in the project. If you have further comments or concerns about the study http://www.dot.ll.gov/us3D/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330). or would like to learn more about the project, please visit the project website at

Sincerely,



Barbara M. Janis Comment #83:

Lisa Askew

Courts, Gabriel [Gabriel Counis@illinois.gov] Monday, June 20, 2011 4:36 PM shelis hudson Lise Askew Web Emall from Barbara M. Janis - #70096 From:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70096. Your prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

----Original Message

Monday, June 20, 2011 1:39 PM bsuehl@frontiernet.net From: Sent:

Web Mail from Barbara M. Janis

Subject:

US30 Web Page:

Barbara M. Janis 609 16th Place Address:

Fulton, If 61252

815-589-3438 815-589-9191 Home #: Work #:

Build option, is not an option if we are ever to see economic growth and development. The safety factor alone is a strong argument for four-laneing this 19 mile stretch. I strongly support the continuence of this project Hell-o, I am a member of the CAG Group, and I was unable to attend the public input meeting because of a family emergency. I favor the Southern Route, and I most definitely do want this project to continue. The No

Response to Comment #83

Lisa Askow

Thursday, June 23, 2011 2:12 PM
Saxehi@frontiernet.net
Counts, Gabrieris, Carfa Kelly@illhois,gov; "Wiliams, Jennifer J; "Walton, Mike"; 'Jacquot,
Bridgett', Calhoin, Jif', Sholis hudson'
Web Email from Barbara M. Janis - #70096 Lisa Askew [askew.hudsonassoc@sboglobal.net] From: Sont <u>ن</u> ن

Subject

Dear Ms. Janis:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This Information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide input on this project study as it

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, http://www.dot.ll.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (2-866-768-8330) or wauld like to learn more about the project, please visit the project website at



Comment #84: Leonard Janis

	Couris, Gabriel [Gabriel.Couris@illinois.gov] Monday, June 20, 2011 4:37 PM
Lisa Askew	From: Sent:

skelia hudson Lisa Askew Web Emzil from Lconard Janis - #70097 To: Cc: Subject: For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70097. Your prompt attention is greatly appreciated.

Gabriel Courls

Illinois Department of Transportation

timber@vbe.com ---Original Message From:

Monday, June 20, 2011 1:42 PM Sent:

Web Mail from Leonard Janis Subject:

Leonard Janis US30 Web Page: Name: 609 16th Place Address:

Fulton, II 61252 815-589-9191 Work #:

815-589-3438 Home #:

Ouestion:

last week, however, I strongly support the continuance of this project. I would like to see the Southern Route chosen. This route makes more sense overall with home displacement, less faringround, etc. Thank you for allowing me to make this opinion of mine count and be expressed. Leonard janis I have attended almost all of the CAG meetings in Morrison. I was unable to attend the public input meeting

Response to Comment #84

Lisa Askew [laskew.hudsonassoc@sbcglobal.net]	Thursday, June 23, 2011 2:08 PM	"limber@vbe.com"	'Couris, Gabriel'; 'Carla.Kelly@illinols.gov'; 'William
From:	Sent:	Ťo;	ë

Lisa Askew

Intracay, June 23, 2011 2:08 PM
"Imber@ybe.com"
Couris, Gabriel; Carla.Kelly@illinols.gov; "Williams, Jennifer J; "Walton, Mike; 'Jacquot, Bridgeti', Calhoun, Jill', 'Shella hudson'
Web Email from Leonard Janis - #70097

Subject:

Dear Mr. Janis:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project Study Group as the project the project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed altematives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase | Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and Interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.do<u>t.il.gov/us30/index1.html</u> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #85: Kenneth Kophamer

Lisa Askew

Lisa Askew Web Email from Kenneth Kophamer - #70050 Courts, Gabriel (Gabriel, Courts@llinois.gov) Monday, June 20, 2011 12:02 PM shelia hudson Cc: Subject: From:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please Lespond on or before 7/4/2011. Also cc: Carla Kelly & nne for IDOT files including a reference to control # 70050. Your prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

Original Message

Web Mail from Kenneth Kophamer Friday, June 17, 2011 11:47 AM kenny@kenkoprealty.com Subject: From: Sent

Kenneth Kophamer 0830 Web Page: Name:

118 E. Main Street Address;

Morrison, IL 61270 815-772-2728 Work #:

Dear Mr. Nardini,

We recently visited about my farm in Morrison that was erroneously listed as a special waste site, rather than farmland. Thope you can correct the mistake to reflect the fact that it is crop ground. Thank you so much for

would like to pursue federal government-funded grants to revitalize the current economic downturn. On the the quiet majorky want Route 30 to be widened right through town. There is also a faction in Morrison that On an aside, I have been polling the townspeople of Morrison about the Route 30 bypass. I have found that other hand, there is a faction that would prefer that the town take care of its own community with citizen donations to self-fund improvements. Either way, the IDOTate''s decision will not be popular.

for the state park, and a more direct route to the potential jobs at the prison in Thomson. The advantage of a highway so close to I-88. All in all, I believe our community would like to see a cost analysIs for widening the advantages of a northern route are that the soll type is more favorable to building, its proximity and signage southern route is the close proximity to our industrial park, but it would be redundant to have a four-lane From a business standpoint I can see advantages as well as disadvantages for each proposed route. The current Route 30 versus either bypass.

As an appraiser and Realtor, I encourage a capitol infinsion into Monison by taking a route down the current Route 30. Farmland is \$8,000 to \$12,000 per acre for the State of Illinois to buy and homes are \$50,000 to \$150,000 and plunmeting lower. Currently, we have 90 homes for sale and approximately 25 downtown

Response to Comment #85

From: "Nardini, Mark D" < Mark Nardini@Illinois.gov>

Fo: kenny@kenkoprealty.com

"Courts, Gabriel" <Gabriel Couris@illinois.gov>; "Kingry, Peggy M" <Peggy, Kingry@illinois.gov>; "Nelson, Jason T' <Jason.Nelson@illinois.gov>; "Kelly, Carla J" <Carla.Kelly@illinois.cov>; shella hudson <htd>chudson.shella@shoqlobal.net> Sent: Tue, July 5, 2011 9:46:14 AM Sunneth Kophamer - #70050 Cc: "Marruffo, Rebecca A" <<u>Rebecca Marruffo@illinois.gov</u>>; "Williams, Jennifer J" <u>(Jennifer Williams@illinois.gov</u>>)

Mr. Kophamer:

Thank you for your enail regarding the US 30 project through Whiteside County.

Dump was incorrectly labeled. It appears that the shading was inverted between your property and the property owned by Louis J. Betts. The dump was on the property owned by Mr. Betts, and not yourself. After reviewing our data, it appears that the consultants figures showing the former Morrison City The figures will be modified to correct this error. The department is sorry for this mix up, Your input is greatly appreciated and will be incorporated into the public involvement documents for this project. Your comment, along with others received during the comment period for this phase of the project will be used to help identify a preferred alignment for this project.

Mark D. Nardini
Envronmenta Specialist
Envronmenta Specialist
Illinois Department of Transportation
Region Two / District Two
Sig Deport Avenue
Dixon, Illinois 81027
Office - (815) 284-5460
Fax - (815) 284-5486
Cell - (815) 441-1645

Vark.Nardini@Illinois.gov



Comment #85: Kenneth Kophamer (cont.)

buildings on the market. In my estimation it would be cheaper to purchase residential and commercial property along the current course of Route 30, rather than buying up inflated farmland prices. In conclusion, my life and business will be minimally affected by any route, so I have no monetary bias to any proposal. However, I do believe that widoning the current Route 30 would exert a capitol influsion that Monrison so desperately needs.



Comment #86: Dan Kuehl

Lisa Askew

From: Sent:

Courts, Gabriel [Gabriel.Courts@illinois.gov] Wednesday, July 13, 2011 9:11 AM shelia hudson Lisa Aakew Web Email from Dan Kuehl - #70373

Cc: Subject:

before 7/27/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70373. Your For your response. This Inquiry was sent to the IDOT Web Email Response System, Please respond on or prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

—Original Message-

kkuehl70@gmail.com From: Thursday, July 7, 2011 8:51 AM Web Mail from Dan Kuehl Subject: Sent:

US30 Web Page:

1001 Jenny Ln Dan Kuehl Address: Name:

Morrison, IL 61270 815-441-1100 Work #:

Question:

completed whether it is good for Morrison IL or not. As a iife long resident of Morrison and a Land Surveyor, the best and more effective route is through the southern part of Morrison. This route is less detrimental to homes and businesses. While the Southern route will run right through our family farm, the northern route My opinion on the Route 30 Bi-pass Is that it is not needed. However, I understand that the bi-pass will be would disrupt many beautiful and high income neighborhoods.

Thank you for your time.

Response to Comment #86

Lisa Askew

Lisa Askew [laskew.hudsonassoc@sbcglobal.net] 15, 2011 9:53 AM

Friday, July 15, 2011 9 'kkuehl?'0@gmail.com'

From: Sent: To: Cc:

Couris, Gabriel; 'Carla Kelly@illinots.gov'; Williams, Jennifer J; 'Watton, Mike'; 'Jacquot, Bridgett'; Calboun, Jill; 'Estrem, Jon'; 'stedia hudson'; 'Bob Innis'; 'Nardini, Mark D'; 'Marruffo, Rebecca', 'Kingy, 'Dorraine L'; 'Rodgers, Cassandra S'; 'Kingy, 'Dorraine L'; 'Rodgers, Cassandra S'; 'Kuner, hudsonssoc@abcquell.net'
'Wener, hudsonssoc@abcquell.net'
Web Ernail from Dan Kuehl, -#70373

Subject:

Dear Mr. Kuehl:

Thank you for expressing an Interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated Into the project study record,

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #87: Reverend Edith Lenz

Response to Comment #87

Lisa Askew

Courts, Gabriel (Gabriel Courts@illinois.gov) Monday, June 20, 2011 10:45 AM shelia hudson Lisa Askew Web Email from Rev. Ediki Lenz - #70029 Cc: Subject: From:

For your response. This Inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70029. Your prompt attention is greatly appreciated.

Gabriel Courls

Illinois Department of Transportation

---Original Message-

Thursday, June 16, 2011 9:02 AM edielenz@firstrcafulton.org From: Sent:

Web Mail from Rev. Edith Lenz Subject:

US30

Web Page:

Rev. Edith Lenz 514 15th AVE Address:

Fulton, IL 61252

815-589-2203 Work #:

I am in favor of a south route development of Rt 30

Lisa Askew

'edielenz@lirstraafuton.org'
'Couris, Gazhel', Carla.Kelly@illinds, gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot,
Brügert', Calhoun, Jill', 'shella hudson'
Wab Email from Rev. Edith Lenz. - #70029 Lisa Askew [laskew.hudsonassoc@sbcglobal.net] Thursday, June 23, 2011 12:53 PM From: Sent: Ëö

Subject:

Dear Reverend Lenz:

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcorning Final Environmental Impact Statement and Phase I Design Report for the project.

develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be available for you to provide input on this project study as it

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to fearn more about the project, please visit the project website at

http://www.dot.il.gov/us3d/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Comment #88: Travis Peter

Response to Comment #88

Lisa Askew

Couris, Gabriel (Gabriel Couris@Illnols.gov) Fuesday, June 21, 2011 4:35 PM shefia hudson From: Sent: ö

Lisa Askew Web Email from Travis Peter - #70117 Cc: Subject: For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/5/2011. Also cc: Carla Kelly & me for iDOT files including a reference to control # 70117. Your prompt attention is greatly appreciated.

Gabriel Couris

lifinois Department of Transportation

---Original Message-

Tuesday, June 21, 2011 9:47 AM tpeter@ltcullenco.com Fram: Sent:

Web Mail from Travis Peter Subject:

Travis Peter US30 Web Page: Name:

15270 Diamond Rd Address:

Fulton, IL 61252

815-589-2412 Work #:

Question:

I approve of the Highway 30 4 lane route South of Morrison IL.

Lisa Askew

Lisa Askew (laskew.hudsonassoc@sbcglobal.net)
Thursday, June 23, 2011 2:19 PM
'tipeter@icullento.com'
Courts, Cabrief', 'Carls Keily@illinots.gov', 'Williams, Jennifer Jr, 'Walton, Mike'; 'Jacquot, Bridgetf', 'Calnoun, Jill', 'shela hudson'
Web Email from Travis Peter - #70117 From: Sent

Subject:

Dear Mr. Peter:

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record. Please be aware that additional opportunities will be avallable for you to provide input on this project study as it

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at

http://www.dot.il.gov/us30/index1,html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330),

Sincerely,



Comment #89: Michl Peters

Response to Comment #89

LIsa Askew

Couris, Gabriel (Gabriel Couris@illinols.gov) Wednesday, June 22, 2011 11:53 AM shelia hudson Lisa Askew Web Emall from Micki Peters - #70135 From:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/6/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70135. Your prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

----Original Message-

Wednesday, June 22, 2011 8:24 AM mpeters@itcullenco.com From: Sent;

Web Mail from Michl Peters Subject:

US30 Web Page:

901 31st Avenue Michl Peters Address: Name:

Fulton, 1L 61252

815-589-2412 Work #:

I support a four-lane route south of Morrison.

Lisa Askew

Lisa Askew [laskew.hudsonassoc@sbcglobal.net] From: Sent

Monday, June 27, 2011 9:25 AM 'mpeters@itcullerrco.com' 'mpeters@itcullerrco.com' 'mpeters@itcullerrco.com' 'couris, Cabriel, 'Cadak.Rehj@ilinois.gov'; Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Cafhoun, Jili'; 'shella hudson'; Becky Marruffo Web Ernall from Michl Peters - #70135

Subject:

Dear Mr. Peters:

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330), or would like to learn more about the project, please visit the project website at



Comment #90: Merle Reisenbigler

Lisa Askew

Couris, Gabriel [Gabriel. Couris@illinois.gov]
Monday, June 20, 2011 10:48 AM
shella Hudson
Lisa Askew
Web Email from Merle Reisenbigler - #70031 To: Cc: Subject: From: Sent:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70031. Your prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

---Original Message-

Web Mail from Merle Reisenbigler Thursday, June 16, 2011 10:34 AM merle@rcsmithlimo.com **Subject**: From: Sent:

Getting Around Illinois Web Page:

Merle Reisenbigler 604 Ash Address: Name:

Morrison, IL 61270

815-772-7226 Work #:

815-772-2907 Home #:

Question:

I would like to be recorded as favoring the SOUTH route

I feel it would be far less disruptive to the community & enviorment

Thank You

Response to Comment #90

Lisa Askew

From: Sent:

Lise Askew [laskew.hudsonassoc@sboglobal.net]
Thursday, June 23, 2011 1:06 PM
Imerlegav.scanthfrao.com/
Youns, Gabriel, Yourla Kelay@ilknols.gov; Williams, Jennifer J., Wallon, Mikel; Jacquot, Bridgatt; Calboun, till; 'shalla hudson'
Web Email from Merle Reisenbigler - #70031

Subject:

ö

Dear Mr. Reisenbigler:

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed afternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330). or would like to learn more about the project, please visit the project website at

Sincerely,



Comment #91: Scott Schipper

Lisa Askew

Couris, Gabriel [Gabriel.Couris@illinois.gov] Tuesday, June 21, 2011 3:08 PM shelia hudson Lisa Askew From: Sent

Web Email from Scatt Schipper - #70101 Cc: Subject: For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/5/2011. Also cc: Carla Kelly & me for IDOT files Including a reference to control # 70101. Your prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

----Original Message-

Monday, June 20, 2011 2:28 PM sschipper@itcullenco.com From: Sent:

Web Mail from Scott Schipper Subject:

Web Page:

15366 Diamond RD. Scott Schipper Address:

Fulton, IL 61252

815-589-2412 Work #:

815-520-3458 Horne #:

Question:

I support a four-lane route south of Morrison.

Response to Comment #91

Lisa Askew

isa Askew [laskew.hudsonassoc@sbcgiobal.net] From: Sent

Thursday, June 23, 2011 2:23 PM 'sschipper@jlculienco.com' 'sschipper@jlculienco.com' 'Couris, Gabriet', Carla.Kelly@illinols.gov'; 'Williams, Jennifer J'; 'Watton, Mifke'; 'Jacquot, Bridgett'; 'Calhoun, Jill', 'shelia hudson' Web Email from Scott Schipper - #70101

Subject:

ë <u>ë</u>

Dear Mr. Schipper.

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as wel as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study or would like to learn more about the project, please visit the project website at

http://www.dot.il.gov/u<u>s30/Index1.html</u> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330)

Sincerely,



Dr. Heath Treharne Comment #92:

Lisa Askew

Couris, Gabriel [Gabriel.Couris@illinois.gov] Monday, June 20, 2011 11:07 AM Sent:

shelia hudson ق

Lisa Askew Web Email from Dr. Heath Treharne, Tree of Life Chiropractic - #70034 Cc: Subject:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70034. Your prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

----Original Message-

Thursday, June 16, 2011 1:09 PM nuccatree@vahoo.com From: Sent:

Web Mail from Dr. Heath Treharne, Tree of Life Chiropractic Subject:

0230 Web Page:

Dr. Heath Treharne, Tree of Life Chiropractic Name:

Fulton, (L 61252 1130 17th St Address:

815-589-5255 Work #:

Question:

I am in favor of expanding this project. My selection would be to focus on the southern route. Thank you for your efforts in keeping this project moving forward.

Dr. Heath Treharne

Response to Comment #92

Lisa Askew

Lisa Askew [laskew.hudsonassoc@sbcglobal.net] From: Sent:

Thursday, June 23, 2011 12:33 PM

'nuccarree@yahoo.com'
'Couris, Gabriel', 'Carla.Kelly@ilinois.gov', 'Williams, Jernifer J'; 'Watton, Milke'; 'Jacquot, Bridgelt', 'Calhoun, Jil'; 'shelia hudson' Web Email from Dr. Heath Treharne, Tree of Life Chiropractic - #70034

Dear Dr. Treharne:

Subject:

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element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase 1 Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330)

Sincerely,



Comment #93(a): Susan Wilkens

Lisa Askew

Couris, Gabriel [Gabriel.Courls@illinois.gov] Friday, July 15, 2011 11:35 AM ö

shella hudson

Lisa Askew Web Email from Susan Wilkens - #70503 Subject:

before 7/29/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70503. Your For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or prompt attention is greatly appreciated.

Gabriel Couris

Illinois Department of Transportation

-----Original Message

Friday, July 15, 2011 11:17 AM tswilkens@frontiernet.net From: Sent:

Web Mail from Susan Wilkens Subject:

IDOT Home Page Susan Wilkens Web Page: Name:

19389 Lincoln Rd Morrison, IL 61270 Address:

815-772-2183 Work #:

My family currently lives on US Rt. 30. I have been

told that our home is one that will probably be impacted by this and I am wondering where i can get more information regarding this proposal. I have been trying to keep up to speed, but too many people tell me different things. Is there a website that I can go to to find out if my house will be directly affected?

Response to Comment #93(a)

Lisa Askew

isa Askew [laskew.hudsonassoc@sbcglobal.net] Friday, July 29, 2011 3:13 PM From: Sent:

'Iswilkers@frontiemet.net'
'Couris, Gabriel', 'Carla.Keliy@illinois.gov', 'Williams, Jennifer J', Walton, Mike'; 'Jacquot,
Bridgelt', 'Calboun, Jil', 'Estem, Joh', 'shelia hudson'; 'Bob funis', 'Nardim, Mark D', 'Marruffo,
Rebecca A', 'Klingy, 'Dorraine L.', 'Rodgers, Cassandra S',
'turner, hudsonassoc@sboglobel.net'
'Wher Email from Susan Wilkens -#70503
Walkens Property.pdf

<u>ن</u> ن

Subject: Attachments:

Dear Ms. Wilkens:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and Input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continuos.

We have reviewed your comments and our responses are noted below:

'Is there a website I can go to find out if my house will be directly affected?"

As you may be aware, the Draft Environmental Impact Statement report (DEIS) is available for public review and comment on IDOT's website et

http://www.dot.state.il.us/desenv/Environment/309/US30 FinalDEIS.pdf. Once you upload the document, please go to page 254 where there is an aerial exhibit illustrating the impacts to your property by the proposed improvement. We have also attached a copy of the aerial exhibit for your review.

In creating the proposed alternatives, there were many engineering and environmental issues that were considered. If a property is impacted, the Department will purchase the property in part or whole depending on the need. The value of this acquisition will be based off of the fair market value of your property. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This Information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project. Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are apprecialed and we will ensure that they are incorporated into the project study

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.ii.gov/us30/index1.html or contact the project hotline at 1-856-ROUTE30 (1-866-768-8330).



Comment #93(b): Susan Wilkens

Lisa Askew

tewilkens@frontlernet.not Sunday, July 31, 2011 2:10 PM Usa Askew Re: Web Email from Susan Wilkens -#70503 From: Sent:

To: Subject:

Thank you for repsonding to my email. I am currently wondering what the timeline is. We have been considering sclling our home to buy a larger home. If I am reading the arial views correctly, it looks like our property will be affected regardless of the route taken. Could you update me as to what the timeline is?
Thank you,

Lisa Askew

Response to Comment #93(b)

Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Thursday, August 11, 2011 9:16 AM
Iswilkens@frontiernet.net

**Allen; "Waruffo, Rebecca A;" Jennifer Williams; "Walton, Mike;" Jacquot, Bridgett;
Calhoun, Jilf From: Sent: To:

ö

Web Email from Susan Wilkens - #70503 Subject:

Dear Ms. Wilkens:

It is anticipated that this phase of the project, which includes the completion of the Environmental Impact Statement and Phase I Design Report, will be approved by the end of 2012. Funding for land acquisition, design (Phase II) and construction (Phase III) is currently not available; therefore, the timeline of this project past the end of 2012 is บกตะหลัก If you have any additional questions regarding the Department's land acquisition process, please feel free to contact the 1DOT - District 2 office Land Acquisition Manager, Mr. Jim Allen at (815) 284-5366.

Again, thank you for your interest in the U.S. Route 30 project.

Sincerely,

U.S. Route 30 Project Study Team



Comment #94: Rex H. Winget

Lisa Askevr

Couris, Gabriel (Gabriel, Couris@illinois.gov) Monday, June 20, 2011 4:08 PM shells furdson Lisa Askew Web Emall from Rex H. Winget - #70094 From:

Cc: Subject:

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also α : Carla Kelly & me for IDOT files including a reference to control # 70094. Your prompt attention is greatly appreciated

Gabriel Couris

Illinois Department of Transportation

----Original Message

Monday, June 20, 2011 12:40 PM rwinget@jtcullenco.com From: Sent:

Web Mail from Rex H. Winget Subject:

0830 Web Page:

Rex H. Winget 424 17th Ave. Address: Name:

815-589-2412 Fulton, IL 61252 Work #:

815-589-3070 Home #:

This expansion is long overdue. "No Build" should not be an option. The south route is less expensive, less disruptive, and otherwise effective. BUILD IT!

Response to Comment #94

Lisa Askew

"isa Askew [laskew.hudsonassoc@sbcglobal.net] From: Sent:

Thursday, June 23, 2017 2:15 PM

'Ivingel@iculenco.com'

'Couris, Gabrell,' Carla.Kelly@illinots.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Web Email from Rex H. Winget - #70094

Dear Mr. Winget:

Subject:

<u>ن</u> ن

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1-htm] or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #95: Ben Wolf

Lisa Askew

Courls, Gabriel (Gabriel Cours@illnois.gov)
Monday, June 13, 2011 10:28 AM
Lise Askew
Kelly, Carla J, shakia hudson
Web Emall from Ben Wolf - #69933 From: Sent:

To: Gc: Subject:

before 6/27/2011. Also cc: Carla Kelly & me for IDOT fles including a reference to control # 69933. Your For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or prompt attention is greatly appreciated.

Gabriel Courls

Illinois Department of Transportation

----Original Message

Thursday, June 9, 2011 11:12 AM ben.i.wolf@hotmail.com From: Sent:

Web Mail from Ben Wolf Subject

Ben Wolf **US30** Web Page: Name: 17798 Spring Valley Rd Morrison, IL 61270 Address:

815-441-1895 Work #:

Question:

Since input is being asked for, I would like to give mine. I believe that the impact on the area surrounding Morrison, particularly the proposed northern route, would be devistating. Moving the route north would have areas live there because of the remoteness and isolation from traffic and noise. The impact on the properties traffic much closer to some awfully nice new and established properties (including my own). People in these And yet, you don't have to go far to the outskirts of town to have isolation from the noise and dangers of the inside and out of the project area would certainly be a negative one, and the values of those properties will before my time. That route going through town helps the community, and brings people to the downtown. certainly fall if the northern route is chosen. Morrison and Route 30 have worked hand in hand since long trafic. I think it should be kept that way.

Thank you for your consideration.

Response to Comment #95

isa Askew

Lisa Askew [laskew.hudsonassoo@sboglobal.net]
Thursday, June 23, 2011 12:27 PM
Thursday, June 23, 2011 12:27 PM
Den.J.wolf@holmall.com'
"Courls, Cabriel; Carla Keliy@llinois gov; "Williams, Jennifer J.; "Walton, Mike"; "Jacquot, Bridgatt; "Cahoun, Jilf; "Shela hudson'
Web Email from Ben Wolf - #69933 From: Sent: ;; ;; C) <u>H</u>

Subject:

Dear Mr. Wolf;

element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project Thank you for expressing an interest in the U.S. Route 30 Corridor proJect. Your comments and input are an important study continues. Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build afternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Sincerely,

U.S. Route 30 Project Stucy Team



Comment #96: Illinois Department of Agriculture



Pat Quinn, Governor Thomas E. Jennings, Director

Bureau of Land and Water Resources SakFåyewed + F.O. Box 1921 + Sprighak D. (2/194/2011 + 211/702-620 + TOC 2/2024-6421 + Ew. 2175/51-999)

July 29, 2011

Mr. Erio S. Therkildsen, P.E. 10OT / Division of Highways / District 2 818 Depot Avenue Dixon, Whols 61021-3500

Ro: Draft Envirormental Impact Statement U.S. 30 (FAP 309) from IL 136 to IL 40 - 678 acres Whitesido County, Illinois

Dear Mr. Tharkildser:

The Illindic Department of Agriculture (IDOA) has completed its review of the agricultural imparts associated with the improvements to ±24 miles of original U.S. 30 from it. 138/Frog Pond Road to It. 40 in Whileside County. The IDOA conducted a Study of Agricultural impacts (copy enchoso) accordated with the required to coordisated with the required to coordisated with the required to coordisated with the required to socials. Framised Preservation Act (505 ILCS 7871 of soc).

The project involves the constituction of an expressway factify. Both advansaes share strinks impacts to 12 miles of reddings. Adherantive sequences an additional 15 miles for a total languid of 25 miles, while Affamative 5 requires an additional 14 miles for a total languid of 25 miles. Both attentatives require sinnest, identical adverse for that acconduction, the that total being dependent upon the selection of the notify or south bypess smound Montleon.

Based upon our study, the IDOA would have no objection to the use of either Alternative for the proposed highway frictovements. The IDOA would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Polecy and in compliance with the stable's Fermiand Preservation.

Should you have any questions regarding our review of this road improvement or our study, please contact Teny Service of my staff at 217-785-4468.

Shoerely,

Heren J. Chard. Steven D. Chard, Acting Chief Burnau of Land and Waler Resources

SDC:TS Enclosuro

cc: Governor Pat Quinn Sen, John Cullorton Sen, Christine Redogno Rop, Micheel Madigan Rop, Tom Cross Sen, Tim Bivins

Sen, Mike Jacobs Rep. Jarry Mitchell Rep. Richard Morifard Shari West, IDOA Jarod Thorrioy, IDOA Jerd Williams, IDOA

Inter-Agency Committee
Deve Harrison, Whiteaide Co. SWCD
Kevin Rund, Illinois Ferm Bureau
Agency Project File

Response to Comment #96

No Response Required



Comment #96: (cont.) Illinois Department of Agriculture (cont.)

ILLINOIS DEPARTMENT OF AGRICULTURE STUDY OF AGRICULTURAL IMPACTS

FAP 309 (US Route 30) Section (20-1,17R,16,15,110)PE1 Whiteside County, Illinois The llinois Department of Agriculture (IDDA) conducted a study of agricultural impacts on the proposal by the IDOT District 2 to Improve 54 mires of U.S. 30 from IL-135 to IL, 40 in Whiteside County with a four-lane syncesway. The project is needed to address existing capability deficiencies and terrific congestion, increasing transportation demand, lack of nedway continuity and the overall safety of the roadway within the US 30 project study area. The scope of work includes its constitucion as a 4-lane expressway with either a north or south bypass around Morrison. The results of our study are as follows:

- New right-of-way Yotal area convented to right-of-way (ROW) for both alignments is almost
 identical, affecting 682 acres and 676 acres for Aliemate 4 and Alternate 5, respectively.
 Converted agricultural acres total 674 acres to 628 acres, respectively. In addition, ROW
 takes will impact 149 adjoining farm operations versus to 154 adjoining farm operations,
 respectively.
- Land use Approximately 90 percent of Alternative 4's proposed ROW is presently in
 agricultural use. Alternative 5's alignment has approximately 92 percent of its proposed ROW
 in agricultural use.
- Prime farmland status According to the Whiteside Soil Survey that was prepared by the
 USDA hatural Resources Conservation Service. Alternative 4 has 434 acres of ROW
 comprised of Prime soils, 150 acres are important sois, and 30 acres contain soils that are
 neither Prime nor important. Alternative 5 has 419 acres of ROW comprised of Prime soils,
 168 acres are important soils, and 38 acres contain soils that are neither Prime nor important.
- Minimum design standards This project has been designed to minimize agricultural
 impacts at addresses capacity deficiencies and traffic congestion along the entire scope of
 the construction project.
- At this time, an unknown quantity of fandlocked parcols, severed parcels, uneconomical remmants and adverse travel will be greated. However, field access will be addressed so that all essential farm fields will be accessible to landowners and/or treant farmers. In addition, Alternatives 4 and 5 will folitly impact 2 Centential Farms. The north bypass will not affect any other Contamilal Farms, while the south bypass will impact one more.
- Relocations Seven farmsteads will be displaced by both Alternatives 4 and 5. When Including the bypass impacts, Alternative 4 displaces 11 farmsteads while Alternative 5.
- Secondary agdcultural land conversion No agricultural land will be used for wetland
 miltgation, tree replacement, or floodplain compensatory storage.
- Field entrances All field entrances will be rebuilt to meet the new grade fine of the road and widened, if necessary, to accommodate new, wider farm equipment now in use.



Comment #96: Illinois Department of Agriculture (cont.)

- Drainage impacts All tile and drainage systems will be retained, with new outlets being provided for any tile that currently empty into the ditch system of the highway.
- Agricultuxal Conservation and Protection Area None of the parcels are located in a County-designated Ag Area. However, use of Altemate 4 with the north bypass will affect 2 Centennial Farms while Alternative 5 with the south bypass will impact 3 Centennial Farms.
- Loss of gross agricultural receipts The conversion of all agricultural land within the Allemative 4 ±25 mile corridor would result in a potential annual loss of \$365,330 cash receipts from not plainors Agricultural Statistics 2010 Annual Bulletin, (Whiteside county Total Cash Receipts) + (Land in Farns in Whiteside county) Total Cash Receipts) + (Land in Farns in Whiteside county) Total Cash Receipts) + (Land in Farns in Whiteside county) Total Cash Receipts + (Land in Farns in Whiteside county) = (\$351,637) cash receipts from crops and fivestock based upon statistics from the Illinois Agricultural Statistics 2010 Annual Bulletin. (Whiteside county Total Cash Receipts) + (Land in Farns in Whiteside County) = (\$450,407)

IDOA Opinion - The U.S. 30 Improvement project has been designed to address existing capability deficiencies and traffic congestion, it is increasing transportation demand, the lack of roadway continuity as well as the overall safety of the roadway. The final afignment will utilize ±47% of existing right-of-way (ROW) and land adjacent to the existing ROW.

Both Atternative 4 and 5 have been designed to minimize the amount of new ROW needed. Both will cause similar familiand conversion impacts. Also, use of existing ROW will significantly reduce the amount of agricultural land that potentially would be converted to highway use.

We believe the final alignment, when selected, coupled with the measures to be employed to minimize adverse impacts to agriculture, will result in the project achieving compliance with IDOT's Agricultural Land Preservation Policy and the Illinois Farmland Preservation Act.

7231



Comment #97: United States Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

77 WEST JACKSON BOULEYARD CHICAGO, IL 60604-3580





F.193

Division Administrator Federal Highway Administration Springfield, Illinds 62703 3250 Executive Park Drive Norman Stoner, P.B.

Comments on the Draft Kavivonmental Impact Schement for US 30 from Fulton to Rock Falls, Whiteside County, IL, CBO# 20110162

Den Mr. Sloner.

(NEPA), the U.S. Environmental Findention Agency has reviewed the proposed Deaft Environmental Impact Statement (DEES) for US 30 from the U. 136 intersection at Pulton to the II. 40 intersection in Rock Falls, in Whitzeide Comay, Liknois. This is at the northwestern edge of Illinois near the Mississippi River, that north of the Qual Chiles and running cast-west parallel to the L80 interstate highway. The project proposes to improve traffic capacity, reduce congestion, improve safety, articipate increased travel demands, and being this segment of US 30 into system cantinuity with segments further west in lowa. In eccordance with Section 309 of the Clean Air Act and the National Environmental Policy Act

BPA has participante briefly in the NIPA process for this project, which includes providing early scoping comments on May 29, 2007 and concurrants with Purpose and Need on September 4, 2008, both at neerged NIPEA I Clean Water Act Sestion 404 (NIPEA I 404) meetings. This project was subsequently withdrawn from the nerged NIPEA I 404 process in July 2010 beautos vectored in superest at all alternatives being contributed when two redoced to a level not requiring a 404 Wethand Premail. On November 30, 2010, we agreed to be a Cooperating Agency for this project.

expressway configuration, as opposed to a freeway design which would limit local accessibility. The difference between the two proposeds is that one bypasses the City of Monison on the nadio side and the other would bypass the city on the south ride. Other attenatives considered but rejected an an ensembling Purpose and Need, included the No Build Alternative, several Transportation Demand Management possibilities, and a Transportation System Monagement Two build alternatives are presented in the DZIS as the result of nuch public involvement, but a preferred alternative is not selected. Both build alternatives would utilize a four lane divided

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Response to Comment #97



Illinois Department of Transportation

Division of Highways ⁷ Ragion 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

March 20, 2012

Re: Draft Environmental Impact Statement FAP Route 309 (US 30) Section (20-4, 17R, 16, 15, 110) PE 1 Job No. P-92-107-07 Whiteside County IL 136 to IL 40

Mr. Kenneth A. Westlake Chief, NEPA Implementation Section United States Em/rommental Protection Agency 77 West Jackson Boulevard

Chicago, IL 60604-3590

Dear Mr. Westlake:

Thank you for your comments in review of the US Route 30 Draft Environmental Impact Statement (DEIS). We appreciate your agency's coordination with this project. The responses provided below are organized according to your comments. Please note that subsequent to the publication of the DEIS, IDOT and FHWA became aware that the floodplain encroachment at French Creak Involved a greater area than prevausly enalyzed due to recently published FEMA maps. The longiludinal encroachment of this floodplain was determined to be unacceptable, as there were other alternatives that avoided his type of Impact. Therefore, Alternates 4 and 5 are being revised to avoid any encroachment into the French Creek floodplain. Because of this change, it is anticipated that the Department will develop a Supplemental DEIS.

Altomalives 4 4 1

In your comment you Indicated that it was not clear how the east-west bypass allamstikes will fully address the braffic congestion in Morrison caused by the north-south IL 78 truck traffic. Because of the reletively low traffic volume on the north-south IL 78 truck, the project ham did not identify the north-south traffic as the primary acuse of congestion in Morrison. The 2008 traffic counts on US 30 through Morrison showed an average annual delly traffic (AADT) volume of 11,000 vehicles are day (rolly which included 1,250 fucies. The braffic volume on IL 78 anoth of Morrison was found to have an AADT of 1,400 voly (with 195 trucks) and IL 78 north of Morrison was found to have an AADT of 1,400 voly (with 165 trucks). Therefore, the braffic out IL 78 through Morrison only accounted for approximately 15% of Morrison included traffic from unmarked state or county highways intersecting with US 30 in Morrison, as well as other intersecting township roads and local traffic circulating within the focal street system.



Comment #97: United States Environmental Protection Agency (cont.)

document a rating of EC-2, Environmental Concerns - insufficient Information, see the attached <u>Summary of Rating Definitions</u> for clarification. The following sections outline our observations regarding the proposed Purpose and Need, Alternatives, Environmental Impacts, and Proposed Mitigation of Unavoidable Impacts. Some of these points are discussed in greater detail in the attachment, Concerns Regarding the DEIS Proposed Project for US 30 in Whiteside We have reviewed the DEIS and in keeping with our responsibilities under NEPA, give the County, Illinois

PURPOSE AND NEED

We previously concurred with the Purpose and Need (P&N) statement because it adequately states the conditions to be addressed by this project. However, we note three parts of the P&N discussion are significant factors contributing to existing conditions which should be addressed by this project's alternatives, but are not. We will discuss these further under Alternatives and in the attached discussion.

ALTERNATIVES

alternatives, will fully address the traffic congestion in Morrison caused by the north-south II.73 truck traffic. We recommend finure NEPA documents consider an alternative that includes a Morrison west side bypass extending from II. 78 on the north side to II. 78 south of the city. A portion of the dismissed Alternative A-Laccomplished this, connecting IL 78 north to south. This north-south portion of A-I could oither be incorporated as part of a full southern hypers It is not clear how any bypass with only an east-west consideration, such as the two relained afternative or as a spur bypass on just the western side of the city,

One safety issue noted in the Purpeau and Need discussion, Chapter 1 page 7 and Table 1-4, is that eight roads intersect with US 30 at loss than the Shire Design Shandard of 75 to 90 degree angles. It is not clear that the proposed alternatives address these conditions or bow they will be addressed by this project. The future NEPA documents should clarify how this proposal meets dus component of the P&N.

problems specifically at three of the above non-standard intersections. We recommend consideration of an alternative that consolidates this north-south traffic, pechaps on a westeide The north-south traffic on the west side of Starling - Rock Falls creates safety and congestion collector, and climinates these non-standard intersections.

ENVIRONMENTAL IMPACTS

>> AIR OUALITY

The DEIS correctly presents that this project location does not require conformity with a State Implementation Plan for Air Quality. Although madeling Mobile Source Air Foxtes (MSATs) is

Response to Comment #97

Mr. Kennalh A. Westlake US EPA

the two recommended US Route 30 bypass alignments included in the DEIS. The Level of Service (LOS) of the existing route through town was reviewed and is projected to have a LOS of C or D following a US Route 30 bypass. This is considered an acceptable LOS, based on AASHTO policy, because the designation of the existing route through Morrison will no longer be a primary The traffic congestion in Morrison will significantly decrease as a result of either of arterial highway, but will likely change to an unmarked local collector.

You noted that the Purpose and Need discussion on safety identified eight roads which intersect with US Route 30 that had substandard angles of 75 to 90 degrees, and indicated that the DEIS was not clear on how the proposed alternatives address these conditions or how they will be addressed by the project. The Supplemental DEIS will include how the proposal will improve safety by either removing traffic from the subject Intersections, or by improving the geometrics at the intersections that will remain along the proposed improvement.

creates safety and congestion problems, specifically at three non-standard intersections (Emerson Rd., Prophetstown Rd., and Agnew Rd.). Two of the intersections (Emerson Rd. and Prophetstown Rd.) will be addressed by improving the geometrics of these intersections. The intersection of Agnew Rd. with US 30 You commented that the north-south traffic on the west side of Starting-Rock Fajls will be eliminated

'AIL Quality
You recommended that the Department commit to a construction diesel emissions reduction plan for this project in order to reduce and mitigate the known construction emissions to the degree feasible. The Department will add the six options to consider in a diesel emissions reduction plan to Section 3.20, "Summary of Measures to Minimize Harm for Noise and Air", in the Supplemental DEIS.

Streams and Floodplains
Your premise indicates that "although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some accommodations. We would not consider 18 cover types make up the remaining 3% of the project area and include wellands, streams, and non-native grasslands. Many of the natural resources (forests, wellands, riparlan habitat) within the project area have been reduced in size, have limited distribution, and low natural quality. The project makes use of the existing infrastructure to minimize environmental impacts and reduce the potential for impacts to wildlife connectivity. The DEIS did not directly consider The dominant The next common cover types are residential/urban, pasture/hayland, and forest, which account for 9%, 3%, and 3% of the project area respectively. The remaining Section 3.13.2.2, "Wildlife impacts", will be revised in the project crosses most natural resources at a transverse (perpendicular) angle, streams, wetlands, forests, riparian contidors, and floodplains). The dominant cover type in the project area is cropland, which makes up 82% of the study area. this project to be characterized as a "longitudinal transportation project". which minimizes environmental impacts to these natural resource features (Supplemental DEIS to discuss this issue in greater detail. wildlife connectivity.



United States Environmental Protection Agency (cont.) Comment #97:

(IDOT) commit to a construction diesel emissions reduction plun for this project to reduce and midgate the known construction emissions to the degree feasible. Although not required by EPA a developing field of science, we commend the qualitative assessment of these potental impacts in this DEIS for alternative impacts. We recommend that Illinois Department of Transportation regulations, similar projects have included commitments to some or all of the following reduction methods.

Options to consider in a diesel emissions reduction plan include:

- rekrofitling off-road construction equipment including repower or engine upgrades
- (a) retrofitting off-road construction equipment including repower or engine upgrad
 (b) using ultra-low-sulfur fuels for all equipment
 (c) limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment
- (d) diesel particulate traps and oxidation entalysts
 (e) using existing power sources or clean fuel generators rather than temporary power generators
 - (f) encouraging the use of off-road equipment that meets the Dier 3 standards.

>>STREAMS AND FLOODPLAINS

befter flood control than narrow battressed channels. To create such a stepped bank, the original floodway designation which must be kept open to accommodate a possible 100-year flood event. We recommend that to provide habitat connectivity and promote the recovery of natural areas construction at stream crossings the flood control function is expanded and wildlife connectivity streams could potentially be crossed by one or both of the proposed alternatives (DBIS Table 3-39). The associated floodplains (DEIS Table 3-46) to seven of these streams widers their potential natural habiter area. The DEIS notes that only the Rock River has an associated river bed is retained up to the high water level. At that height, the bank is stepped back a distance of 10 to 50 feet, creating a local floodplain. This plateau is planted with nutive species banks pictured in the DEIS have steep sides and would be subject to erosion. Modification of such stream banks by creating a stepped plateau provides a more stable bank and incomporates connectivity. One area for such consideration is at water and floodplain crossings. Fourteen Although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some excommodations for within the project area, the stream and floodplain crossings be widened. Most of the stream having deep root systems which stabilizes the soil when flooded. By using a stepped bank is provided on the created plateau. This design also reduces or eliminates scouring.

believe these considerations may warrant using a 100-year or even 500-year flood lovel reference floodplains. We note that design features are routinely being planned for a 50-year flood level, redesigned taking forecast climate change and recent flooding history into consideration. We In addition to the above stepped bank design, we recommend these floodplain crossings be We commend IDOT for alignment adjustments made to reduce impacts to streams and in designing protection and bridging structures

Response to Comment #97

Mr. Kenneth A. Westake US EPA

S S S You recommended that the project provide habitat connectivity by widening the stream and floodplain crossings. The stream banks should be modified by creating control than narrow buttressed channels. By using this design the flood control function is expanded and wildlife connectivity is provided on the stepped portion of the floodplain. It is indicated that this design also reduces or eliminates scouring. Benching or excavation of the overbank adjacent to the channel beneath those rare projects where we do bench the overbanks at the highway crossing, the also requires vertical and horizontal transitions both upstream and downstream Modifying the bank by excavation, i.e., reducing the bank height below natural tevels, does not necessarily provide a more stable bank. At crossings where the stream meanders or bends beneath the structure, reducing a stepped plateau, which provides a more stable bank and incorporates better The additional bank height as prescribed here would have the opposite effect. Regarding scour waterway opening is temporary because the benched area sitts in over time. IDNR requires a contract stating IDOT will maintain the as-bullk opening. a sfructure does not provide a permanent waterway opening. benching will not eliminate local or general scour. from the structure.

the use of the updated FEMA floodplain maps (Effective February 18, 2011). The effect of climate change on flow pattems and volumes of particular streams cannot forecast climate change and recent flooding history within the project area. The recent flooding history within the project area has been taken into account through predicted with a reasonable degree of certainty. Floodplain crossing designs You recommended that the floodplain crossings be redesigned to take into account should and will be based on current conditions.

contact Cassandra. Rodgers@illinois.gov) If you have any questions regarding this project, please Cassandra Rodgers (815/284-5455, <u>Cassandra Rodgers@illnois.go</u> Mark Nardini (815/284-5450, Mark.N<u>ardini@illinois.gov</u>) of my staff.

Thank you for your comments.

Sincerely,

4.

Acting Deputy Director of Highways, Eric S. Therkildsen, P.E. Region Two Engineer

Jw-0238/sb

United States Environmental Protection Agency (cont.) Comment #97:

Response to Comment #97

http://cfpub.epa.gov/npdes/stormwater/menvofbmps/index.cfm?action=browse&Rbutton=detail &bmp=119&minmeasure=4 and related adjacent EPA websites. recommend consideration be given to utilizing compost blankets, berms, and socks at points We recognize the state's best management practices for crosion control measures, but where rapid regrowth cover and long term utility are appropriate. Please refer to

MITIGATION OF UNAVOIDABLE IMPACTS

recommend that a similar summary table be included in future NEPA documents, clarifying each Table 2-8 is very useful in identifying the possible inpacts of the project build afterratives. We associated mitigation to be identified and understood as to location, nature of what is impacted Many other impacts are appropriately addressed in the DEIS, including mitigation proposals. (i.e. size, quality, description, etc.), and the specifies concerning mitgation for that impact. impact within categories, and provide sufficient information far each specific impact and Where appropriate, indicate any commitments to mitigation monitoring and maintenance, including goals and managers of proposed adaptive management mitigation. We appreciate the opportunity to review this document. If you have any questions, or wish to discuss our comments further, please contact me or Norm West of my staff at (312)-353-5692 or at west.norman@epa.gov..

Sincerely,

fer, Kennell A. Westlake

Office of Enforcement and Compliance Assurance Chief, NEPA Implementation Section

Eric S, Therkildsen, DOT ပ္ပ



United States Environmental Protection Agency (cont.) Comment #97:

Response to Comment #97

Environmental Impact of the Action

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

1.0.1.psk of Objections
The PA rather has not femified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of miligation measures that could be accomplished with no more than rather changes to the proposal.

EC-Environmenta) Conserns
The EVA tryivals who facilities environmental impacts that should be avoided in order to fully protect the environment. Convective measures may require changes to the preferred alternative or application of militarion environment. Convective measures may require changes to the province that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these

EQ-Eroknomenal Objections
The FPA review has identified significant confrontental impacts that may be avoided in order to provide adequate protection for the confrontent. Corrective measures may require autostantial changes to the professed alternality to consideration described and the professed alternality of consideration described attentive). EFA intends to work with the baid agency to reduce these impacts.

EU-Brainsungestelly Unsubsators
The EPA review has identified abverse cavironcental impacts that are of sufficient magnitude that they are
materialized y from the standorm of public health or welfare or environmental quality. EPA intends to work with
materialized y from the standorm of public health or welfare or environmental quality. EPA intends to work with
the lead against to retine these impacts. If the potential unsatziate tory impacts non not convected at the final EIS
state, this proposal well be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequists on ElS adequirely sets forth the survivonmental impact(s) of the preferred a literative and The FR Adultwate the death ElS adequirely sets forth the sets of the alternatives reasons by variable to the project or solion. No factor train-set or data collecting is necessary, but the preferent may reggest the addition of clarifying imaguage or information.

<u>Otterory 2-lissufficient information</u>
The draft ELS does not commit aufficient information for the EPA to fully assess the environmental impacts that the first ELS does not commit aufficient information for the EPA reviewer that institution in their research should be available alternative that are white the spectrum of alternatives analyzed to the draft ELS, which could reduce the environmental impacts of the orden. The identified additional information, data, safered, or discussion should be included in the final ELS.

Cattors 2-Joseph that the draft ELS adequately assesses potentially significant confrommental impacts of the school docts not believe that the draft ELS adequately extracted a transmirers have no third for spectrum of anchor, or the BEA networks that identified new, reasonably articular instanding that we outside of the spectrum of attenuatives an assigned to the draft of the discussions that it is despited to be usely read to note to reduce the publishing significant environmental travers. BA believes that the identified additional fationation that the analysis, or discussions are of such a reagainst the the properties of the NEPA state of Section 309 review, and thus should be formed the draft BIG is making the commont has applyimental or reviewed dark ELS. On the basis of the potential significant impacts involved, this proposel could be a candidate for reform to the CEQ.

From EPA Manus 1668 Railsy and Prosedures for the Reniew of the Federal Actions trapacing the Environment



Comment #97: United States Environmental Protection Agency (cont.)

Concerns Regarding the DEIS Propased Project for US 30 in Whiteside County, Minois

INTRODUCTION

The Region 5 office of U.S. Environmental Protection Agency, has reviewed the proposed Draft Bavironmental Impact Statement (DRIS) for US 30 from the IL 136 intersection near Fulton to the IL 40 intersection in Rock Falls, in Whitzeldo County, Illinois. We were involved in the project entity-on in the scoping stage and developing the Purpose and Nerd statement for the project. When the project was withdrawn from the Illinois merged NEPA / 404 process, we had only bleffy seen a large number of early attentiative corridors of possible consideration.

When teading the DEIS, we note that a significant amount of the discussion supporting the P&N fortees on three conditions which do not seem to be addressed by the proposal alternatives. A key problem identified in the P&N's a segment of US 30 within Morrison which is joined by Illinois Route 'R [II.73, 'Specifically, tracks moving north and south along II.78 must negotiate soveral geometric fight turns and narrow readowy conditions, multiple closely spaced fafflo intracecions and stoplishs, and a light volume of local traffic on this main after of the city. Another part of the P&N discussion indicated a robust business and commonling taffic that is generated by industries in Skeling and accesses and then issues US 30 at several points, cereting north-south "crossing-traffic" temporarily on US 30. This "crossing traffic" must deal with several safety conditions caused by roadway and interacetion abstrantiat geometry and is coincident with local high-track-traffic areas, e.g. Wal-Mart, steel and hardware industries, and others. The third P&N concern is substandard intersection geometry which creates safely issues in this zer. Indirected one of file to reads with US 30 having interaction angles less than 75 degrees (filterzeelfors rust Sterling Roovements.

MORRISON and JLLINOIS 78

The DIEIS notes that safety concerns in Mornison and other locations exist due to changing road characteristics and would be resolved by providing US 30 system conformity so drivers can correctly meliaipate what to expect in various circumstances. Because these corrections cannot be made along the existing US 30 in the City of Monison, it is appropriate to realign the coadway around the city at the new alignment can be constructed consistent with recently upgraded segments of the system furber west in lown. This would clearly avoid the geometric constraint problems in Monison for these traveling on US 30.

However, ineffic congestion within Morrison is described as due partly to north-south truck truffic on IL 78. This truck traffic apparently consists of longer trader thatler vehicles that come late Morrison bound thom the south and north on IL 78. For approximately one mile, IL 78 johrs US 30 in Morrison, which is the city's main street and thus tarries significant local fadile. Historic development of the city along fils major reactives to cackway both limits widening the street and caractes multiple street changes that are inconsistent with IDOT standards. Section 3.2.2.6.1 assumes trucks will use a bypass of the city and thus the problem is solved, but the proposed

Response to Comment #97



Comment #97: United States Environmental Protection Agency (cont.)

bypasses are not reasonable routes for the IL 78 trucks to follow around the city. While the proposed alternatives solve the US 30 congestion by going mound the problem, it leaves Morrison with the north-routh traffic problem unresolved.

The carly alternative A-I (EMhlili 2-3) comes ensward from Pulton, west of Morrison, and indicates a potential intersection with IL 78 on the north. A modification of this western portion of the A-I alternative closer to the proposed alternate 4 and 5 paths could still arrive at an IL 78 norther intersection. The road then would carry US 30 along with LI 78 south abong the west side of Monrison and swing eastward to intersect with IL 78 on the south side. Because this alternative did not extend east from this intersection it was dropped. If the signment of alternative A-I connecting IL 78 south were so continue castward along the alternative 5 proposed path, the Morrison by-pass would then meet the P&N. We recognize this alternative meet the payest S&N in this area.

CROSSING TRAFFIC, WEST of STERLING - ROCK FALLS

Our understanding of the project P&N discussion for the custern and of the cornidor indicates the interaction of multiple traffic flows on non-uniform / non-standard roadways which include high risk geometry situations. One source of traffic in this section of US 30 comes from the intersist P-88. This traffic gets of Faul on 1.88 at both Illinois Roule 40 (II. 40) on the cast side of Roak Falls and at a newly constructed "connector road" one to the west side of Roak Falls. A significant proceedings of this traffic is large trucks servicing local industries, so it gets on US 30 to nove east or west a distance and then turns north (or prefits occassionally south) to reach Rock Falls and Sterling businesses, noted above. A second flow of traffic is comprised of local businesses and residents who wilize US 30 as a local street, which its geometry indicates it is at most points in this section. A third raffic flow is comprised of a communing population coming to and from the industries and tusinesses in Rock Falls and Sterling. Some of this group coming to and from the industries and tusinesses in Rock Falls and Sterling. Some of this group coming of onth one of the Order Rock Falls and Sterling some of this group coming on onthe Rock Palls and Sterling some of this group coming from the industries and tusinesses in Rock Falls and Sterling some ariving and depering some year equived to make turns onto not only serve as an east-west stacking, but to also provide north-south crossing raffic access to their destinative proposals do not meet the need of these cross flows and therefore sout need the need of these cross flows and therefore sout meet the need of these cross flows and therefore

NON-STANDARD INTERSECTIONS

Table 1-4 in the DBIS lists eight reads that have less than 75 degree angles of intersection with US 30. The western most intersection at Illinois Route 136 (IL 136) was not included in this list but clearly could be. Recent reconstruction described extending a turning lane but said nothing of correcting the intersection maye. Matthew Road, adjustment to the Wals-Matt Distribution Center is mentioned elsawhere in the DEIS and should probably be on this list. We further note that most of these intersections are identified as having higher volume or high truck traffic and safety concerns (Exhibits 1-34 to 1-6C). Although discussion suggests other state projects

Response to Comment #97

Comment #97: United States Environmental Protection Agency (cont.)

would address some of these conditions and further studies will consider other additional intersections, this proposal does not solve these problems in a clear definitive manner. It is a reasonable expectation that a major roadway rebuilding project such as the one proposed would resolve all geometrio inconsistencies of this nature in order to achieve its P&N. We recommend that by addressing the above "crossing traffic" on the west side of Sterling - Rook Falls, some of these problematic intersections, up to six (6), could be reconfigured to resolve their safety concerns.

CONCLUSION

The solutions proposed in this DEIS represent a misunderstanding of the Context Sensitive Solutions concept (CSS). It apparently assumes that having public input bestows CSS benefits on the project. By this proposal solving the US 30 problems while sidestepping the congestion causing conditions in Morrison, the north-south traffic issues at Morrison and Sterling-Rock Falls, and the safety conditions at deficient angled intersections, the proposal bypassed CSS. As presented, the proposal has left these concerns for Whiteside County or other local authorized agencies to contend with and solve in light of the new US 30 configuration. The very nature of the new US 30 expressway configuration makes such solutions much more difficult to achieve and finance after the fact.





Comment #98: United States Department of Interior



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestum Street
Philadelphia, Pennsylvania 19106-2904

July 25, 2011

n reply refer to

ER 11/475

Mr. Norman Stoner

Federal Highway Administration 3250 Executive Park Drive Springfield, Illinois 62703 Division Administrator

Dear Mr. Stoner:

As requested, the Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (EIS) (Section 4(f) Evaluation) for the U.S. 30 Transportation Improvement Project (Fron IL-136 to IL-40), Federal Aid Primary Route 309, Whiteside County, Illinois. The Department of firsts the following comments and recommendations for your consideration:

Section 4(f) Comments

This document considers effects to identified properties in the project study area eligible to be considered under Section 4(t) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(t)) associated with the proposed reconstruction of U.S. 30 from IL-136 to IL-40 in Whiteside County, Illinois. The proposed reconstruction would provide improved traffic capacity, reduced congestion, improved safety, and address the anticipation for an increase in transportation demand. This evaluation, prepared by the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA), considered the impacts to 7 recreational properties, no cultural resource sites eligible for consideration as 4(f) resources will be affected. All 7 recreational properties will be avoided by the project and there will be no direct or indirect effect on any 4(f) resource. The Department would concur with the FHWA and the IDOT on a ination of no eligible properties.

General Comments

A concern the Department has is with the Rock River, which is on the Nationwide Rivers Neuropy (NR). The ELS does not mention this fact, not do we believe the Vational Park Service (NPS) was contacted concerning this designation. The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. Rivers were mincled on the NRI to the degree to which they are free-flowing, to the degree to which the rivers and their corridors are undeveloped, and for the outstanding natural and cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild

Response to Comment #98



FILE COPY Illinois Department of Transportation

Division of Highways / Region 2 / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans/Environment Section FAP Route 309 (US 30) Section (20-1, 17R, 16, 15, 110)PE1 Job No. P-92-107-07

IL 136 to IL 40 in Rock Falls

September 22, 2011

Hector Santiago National Park Service Midwest Regional Office 601 Riverfront Drive Omaha, Nebraska 68102

Dear Mr. Santiago:

involves the proposed construction of a four lane limited access expressway between Rock Falls/Stelring west to the U.S. 301L. 136 intersection asst of Fullon, a distance of approximately 24 miles (Exhibit 1-1). Approximately 60% of the proposed roadway will be on existing alignment, the remaining 40% will be on new alignment (a north or south bypass of Morrison). The project is being processed as an Environmental Impact Statement (EIS). Coordination with the U.S. Department of the interior (letter The Illinois Department of Transportation is undertaking a study of U.S. 30 which attached) indicated the requirement to coordinate with your office The project crosses the Rock River approximately 2 miles west of Rock Falls. The segment of the Rock River from Sterling/Rock Falls to Oregon. a distance of 29 river miles, is listed on the National Rivers Inventory (NRI). The stream's Outstandingly Remarkable Value (ORV) is its recreational attribute. The river is identified in the NRI listing as a broad interstate river flowing out of Wisconian and ritrough a very intensively farmed portion of Illinois. Well wooded banks and slow current offer an interesting and leisure cance trip. The River provides for a moderate fishing use. There are two dams, a mile apart, on the Rock River at Sterling/Rock Falls. These dams can be portlaged on the east side of the river and there are public launching areas available. Downstream of Sterling/Rock Falls the Rock River flows through low farmland. U.S. Route 30 is approximately 4 river miles downstream from the last of these dams. Cance use in this section of the river is not known. The best fishing is in the tallwater below the dams and the pools above the dams.

Both alternatives 4 and 5, which were carried forward into the EIS cross the Rock River at the existing U.S. Route 30 bridge site (Erchinis 1-0, Pages 14 & 15). The Rock River is approximately 500 feet in width at this site. Aquatic habitat consists of a wide and moderately deep channel with gravel bars and a wooded island on the west bank. The surrounding land uses are composed of residential areas, agricultural land, and forested land. These features are depicted on the attached photographs.



Comment #98: United States Department of Interior (cont.)

and Scenic River Act (Public Law 90-542) requires that "In all planning for the use and development of water and related land resources, consideration shall be given by all federal agencies involved to potential national wild, scenic and recreational niver areas." In partial fulfillment of the Section 5(d) requirements, the NPS has compiled and maintains the NRI The intent of the NRI is to provide information to assist in making balanced decisions regarding use of the nation's river resources. A Presidential directive and subsequent instructions issued by the President's Council on Environmental Quality, and codified in agency manuals, require required to consult with the NPS prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the inventory. that each Federal agency, as part of its normal environmental review processes, take care to avoid or mitigate adverse effects on rivers identified in the NRI. Further, all agencies are

current offer an interesting and leisurely cance trip. The river receives moderate fishing use. To be nominated, a river must have at least one outstanding remarkable value (ORV); the Rock river flowing out of Wisconsin and through a very intensively farmed portion of Illinois. A total The Rock River, running through Ogle, Lee, Whiteside, and Henry Counties, is broad interstate miles), and a segment from Sterling to Oregon (29 river miles). Well-wooded banks and slow of 97 miles were nominated to the NRI in 1982; a segment from Osborn to Sterling (68 niver River was nominated based upon its recreational values

The project proposes to replace the existing bridge over the Rock River and build a second bridge immediately adjacent to the now bridge. The proposal is to keep the aciding put configuration of the present these, which has six bridge piers within the bed and banks of the civer. The second bridge would add an additional six piers. This action by FHWA and IDOT has the potential to impact the free-flowing characteristics of the Rock River. We would recommend that FHWA and IDOT contact the Regional Rivers Coordinator for the NPS, to discuss this issue. The Coordinator, Hector Santiago, can be contacted at the Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1848 and via email at Hector_Santiago@nps.gov, The Department has a continuing interest in working with the FHWA and the IDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick. Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Undal Think

Regional Environmental Officer

cc: N. Chevance, NPS, Omaha, NE H. Santiago, NPS, Omaha, NE

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Response to Comment #98 (cont.)

Mr. Hector Santiago, National Park Service US 30 Bridge Replacements September 22, 2011 Page 2

site in small numbers. Shallow gravel rifles lacking silt accumulation are present on and along the west bank indicating that habitat quality is good. The dominant fish species consisted of spotfin shiner, sand shiner, gizzard shad, and freshwater drum, withir prepresented 20%, 20%, 15%, and 9% of the catch respectively. The presence of three intolerant species (bullhead minnow, smallmouth bass, and banded darter) in high numbers supports a higher quality habitat designation for this site. These intolerant species represented 13% of the catch. large catchment size rather than habitat quality. Large rivers are difficult to collect with standard techniques and, given the long channel width (approximately 280 feet) and depth (greater than 5 feet), the results may not accurately represent the total fish fauna present at the site. It is likely that at least 15-20 other species may occur at the diversity, when compared to other sites in the project corridor, may be due more to its Fish and mussel surveys at the bridge site were completed in 2007. With 27 fish species present, the Rock River at the U.S. Route 30 bridge site represented one of the most diverse sites sampled in the current study. However, that high level of

were found alive. The most abundant mussels included the Pink Heelsplitter (24 individuals), Fragile Papershell (17 individuals), Mapleleaf (13 individuals), and the Three horned Wartyback (13 individuals). The site also contained 5 individuals of effort was 15.3 individuals per hour. A total of 92 individuals representing 10 species Six man-hours were spent during the survey for mussels at the U.S. Route 30 bridge site. An area of 3500 square meters was sampled over a river substrate of predominantly silted sand/gravel with small patches of silted rip-rap. Catch-per-unitthe state-listed Black Sandshell.

support of its aquatic life, primary contact (swimming), and secondary contact (boating) designated uses. It is in nonsupport of its fish consumption designated use, and therefore is considered an impaired stream. This impairment is caused by mercury and PCB sediment contamination from atmospheric deposition (toxics) and Water quality information from the Illinois EPA "Integrated Water Quality Report and Section 303 (d) List (2010)" indicates that this segment of the Rock River is in full unknown sources. The aesthetic quality designated use has not been assessed by

used on each structure of the river crossing. These work pads/causeways will consist of clean aggregate material and will be properly culverted to maintain low flow. The purpose of these temporary structures is to allow construction equipment access to the piers and the bridge superstructures. These work pads/causeways will temporarily affect approximately 10,000 square feet of river bottom. After construction, the aggregate material will be removed and disposed of at an upland Construction activities at the Rock River crossing will consist of the following activities: The existing bridge is approximately 1100 feet in length, has six piers within the river, and bridges the 100-prear floodplain. A new bridge, similar in length and pier number, will be constructed adjacent to and upstream of the existing bridge. material will be disposed of at an upland site. Placement of the piers would displace 1155 square feet of river bottom. Temporary stone work pads/causeways will be After the new bridge is completed, the existing bridge will be reconstructed at its current location. The piers will be constructed using steel sheet piling. Once the piling is in place, the water within it will be pumped out into the river. The bottom



Response to Comment #98 (cont.)

Mr. Hector Santiago, National Park Service US 30 Bridge Replacements September 22, 2011 Page 3 As proposed, the project will have temporary affects on the stream's recreational Outstandingly Remarkable Value (ORV) due to the construction activities mentioned in the preceding paragraph. Though the Illinois DNR has no information on the recreational usage of the river, canceing does occur. There are access points above (Stefingwick Falls) and below (Prophetstown State Park) the U.S. Routs 30 crossing. During the construction and reconstruction of the two bridges, access under the bridges will not be available. This condition is expected to last approximately 3 years. Portage of the construction site may not be possible because of construction activity on the bridge approaches. Once construction of the bridges has been completed, the river will be open to canoeing.

The following procedures will be in place during construction of the Rock River bridges: Erosion and sediment control practices will be used to minimize water quality impacts at the construction site. Construction at the Rock River will be conducted at low to normal flow periods and will comply with all Corps of Engineers 404 permit conditions, Illinois EPA water quality conditions, and NPDES Construction permit conditions.

It is estimated that approximately 1.38 acres of trees will be removed from the riparian corridor of the river for construction of the new bridges. The dominant tree species are silver maple (Acer sachaninum) and box elder (Acer ragundo). After construction, the disturbed riparian corridor will be seeded with native herbaceous species and replacement riparian species of trees. The trees will be replaced at a rate of 125 trees per acre. Therefore, approximately 173 trees will be planted within the riparian corridor as mitigation for these impacts. The replacement trees will be planted within the riparian corridor as mitigation for these impacts. The replacement trees will consist of riparian species such as swamp white oak (Quercus biochor), pin oak (Quercus palustris), sycamore (Platanus occidentalis), and pecan (Carya Illinoensis).

Based on the above considerations, we believe that the project as described will not have an adverse affect on the river's water quality, change the free flow characteristics of this reach of the Rock River, change the long term recreational use of the River, or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date.

If you have any questions regarding this project please contact Cassandra Rodgers (815/284-5455, <u>cassandra.rodgers@illinois.gov</u>) or Mark Nardini (815/284-5460, <u>mark.nardini@illinois.gov</u>) of my staff.

Sincerely,

Evi S. Thubil

Eric S. Therkildsen, P.E. Acting Deputy Director of Highways, Region Two Engineer

Env/cr-0738/sb

c: Michael T. Chezik, USDI Jim Allen, FHWA Barbara Stevens, IDOT BDE Enclosura Meso of Project Area Erbitat 1-1. Dages 44 & 16. Aerial Photo of Rock River Crossing Photographs of Project Area Letter from the U.S. Department of Interior



of Natural Resources Comment #99: Illinois Department



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February 2, 2012

Mr. Erio S, Therkilden, P.R. lilinois Deportment of Transportation Deputy Director of Highways, Region 2 Engineer 819 Depot Ave. Dixon, Illinois 61021

Numerous Counties INDR #0712998 ATTN: Cassandra Rodgers RE: FAP 309 (US 30) Draft BIS

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Dear Mr. Therkildsen:

This letter is in response to the above referenced project that was reviewed by the Illinois Department of Natural Resources. Based on the results of further review, this project has pojeciated for impacts to resources that occur in the project area for which surveys were performed by the Illinois Natural History Survey.

Based on those surveys requested, no state listed plants were found in the project corridor and no listed fish species were identified. The mussel surveys dir identify in both the Rook River and liktorn Creek the presence of the state threatened black sandshell (Ligumia rects). As identified in the Drift RIS in Chapter 3, section 3.14.22, the Illinois Department of Transportation will make application for an Incidental Take Authorization (ITA) to the Illinois Department of Namaportation will Natural Resources one year prior to construction. This coordination efforts should be addressed to Mr. Robert Szafoni, Endangered Species Project Manager, Division of Natural Heritage, One Mutural Resources Way, Springfield, Illinois 62702-1271. It is important that this process be implemented in a timely manner to assure the project most the impending construction schedule. Based on the referenced ITA application in the DRIS, consultation is closed on this project.

If you have any questions on the above, please contact mo at 217-785-4862.

Sincerely,

Steve Mane Steve Hamer

Transportation Review Program Division of Environment and Boosystems

ce: Robert Szafoni, DNR/ORC;(Charles Permo, LDOE; John Better, USACOB; Heidi Woeber, USFWS (A) 18/09-mersers

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Response to Comment #99

No Response Required